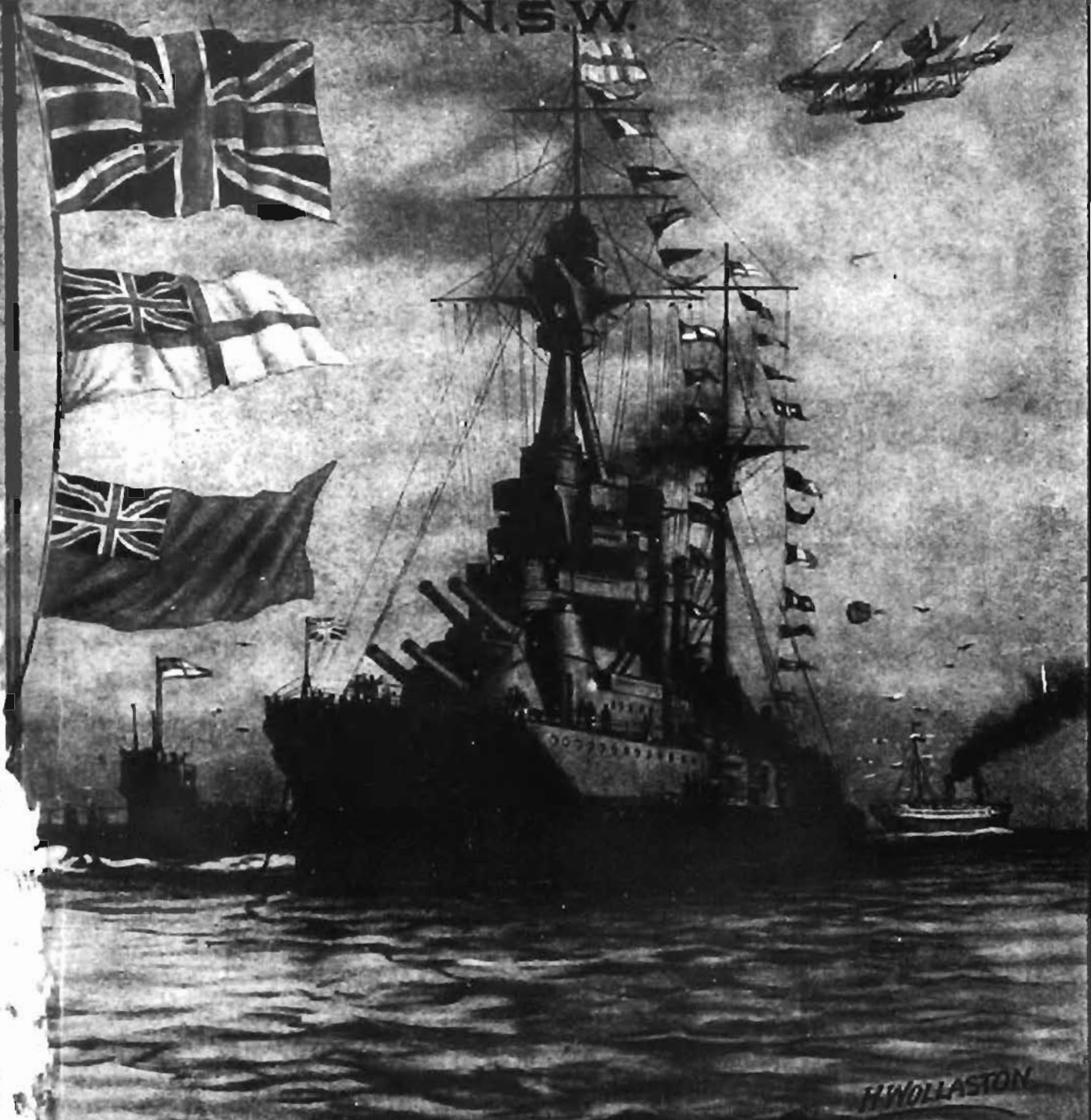




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The Navy League Journal

N.S.W.



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TELEPHONE

"That," says our friend, "seems feasible. I don't, however, quite understand your allusion just now to 'floating bases' for aircraft." Well, we answer, it is surely not difficult to foresee that if Australia's next antagonist is a vigorous naval power capable of swift and effective action, there will appear on the

be escorted by fast and powerful light cruisers with a wide cruising range.

It is said that the late Lord Kitchener, after inspecting the forts at Middle Head, Sydney, wept.

Thousands of Australians will weep in the

Without Eyes and Wings.



Courtesy Sydney Mail.

In an admirable article that appeared in the "Pall Mall Gazette," attention is called to the condition of our aerial defences as regards the Navy. The article in question begins as follows:—

"One of the most dire results of the inadequacy of Great Britain's air programme and the consequent paucity of our aerial defences is the great lack of craft suitable for operating with the Navy."

It is to combat this condition of things, arising from a plausible but misplaced notion of economy, that the Navy League has determined as one of the bulwarks of its policy to use all its power and influence to secure a complete Naval Air Force for the defence of our Empire. "We can afford to take no risks," says the "Pall Mall Gazette," or practise any false notions of economy in this matter. To starve the Navy of suitable aircraft is to imperil the whole future of the Empire."

Pacific, out of sight of land, but within air striking distance, a huge fleet of aircraft carriers, some specially built for the work, and more, yes, far more converted merchant steamers, and every vessel will carry its complement of machines for bombing our coastal cities. This terrible fleet of aircraft bases will

years to come, unless they compel their servants in the Federal Parliament to press for more light cruisers, more sea-going submarines, and more aircraft, together with the necessary equipment and trained personnel. AUSTRALIA MUST HAVE THEM, OR PERISH.

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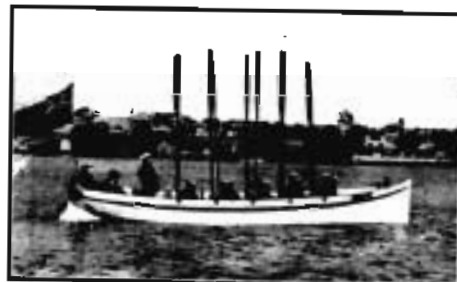
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PRESENTATION OF BANNER TO NAVY LEAGUE SEA CADETS.

A few days before sailing for England Miss Charles Fairfax presented a magnificent silk flag to the Balmain unit of Sea Cadets. The flag will be held by Balmain for the first twelve months, after which it will be competed for annually by all N.S.W. Navy League Sea Cadet units, the successful unit to hold it for a year, or longer if it is not



DRUMMOYNE CUTTER'S CREW.

won from it. The nature of the competitions will be decided by the Executive Committee of the League.

The presentation took place at the Petersham Boy Scouts' Hall. Mr. A. G. Milson, Mr. C. M. C. Shannon and Mr. F. W. Hixson, O.B.E., represented the League's Executive, while the Balmain sub-branch had Mr. T. Fox, Alderman A. H. Bogle and Mr. J. Booth as its representatives.

The Cadets, who were drawn from Balmain (Colour Party) Drumoyne and North Sydney, greatly appreciated the generosity of their kind hostess in providing a wealth of most inviting refreshments.

Boy Scouts and Navy League boys combined gave Miss Fairfax a stirring reception, cheering her to the echo.

NELSON SAID:

"Damn our enemies! Bless our friends!
I am not such a hypocrite as to bless them
that hate us or, if a man strike me on the
cheek to turn the other. No; knock him
down, by God!"

A WONDER SHIP.

The s.s. *Majestic*, the biggest liner in the world, left Southampton on her maiden voyage to New York. By invitation of the White Star Company, her owners, the Press was given an opportunity of inspecting the ship, and a great number took advantage of the chance of making an intimate acquaintance with a vessel that is never likely to be surpassed in size or in appointments.

The *Majestic* displaces 56,000 tons and has engines of 100,000 h.p., which give her a speed of 25 knots. She is 956 feet long and 100 feet in beam, and can accommodate just over 5,000 persons—4,100 passengers and 1,000 crew. But mere statistics, however striking though they be, convey little idea of what the ship is really like. The manner in which the vast space inside her huge hull is utilised constitutes the chief feature of interest. With her sumptuous swimming baths, splendidly-appointed theatre, and restaurants such as few of even the best hotels ashore can equal, the *Majestic* well deserves the name of a floating palace. Palatial she certainly is. Her first-class accommodation represents the last word in luxurious equipment, and her second class decks are much better fitted than the saloons of some of the older liners. She has 1,745 state-rooms, equipped



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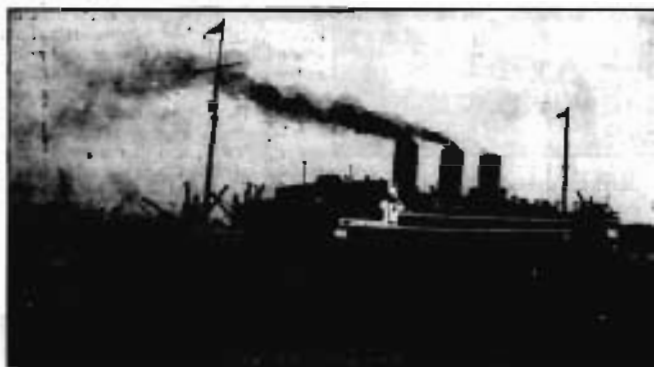
with every luxury and convenience, down to telephones even, library, smoking rooms, ballroom, gymnasium, etc. The passenger whose purse is long enough, may take a private suite in her and live wholly apart from the rest of the passengers. Just as he can in London's best hotels. In fact, the *Majestic* lacks nothing to make travelling in her a pleasure. She is indeed a wonder ship.

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THINGS TO KNOW.

The Empress of Russia, of the Canadian Pacific Company, will soon have company in the shape of the Clyde built Empress of Canada and the Empress of Australia ex "Turpin," of German design and build. They will serve on the Vancouver-Yokohama route. It is expected that the Empress of Canada will be the fastest ship crossing the Pacific.

It is interesting to note that the Empress of Australia has three funnels like her consorts, but unlike them she has a counter stern. She is the only vessel afloat fitted with Föttinger transformers, a device to reduce the speed of the turbines without the aid of the mechanical tooth gearing used in other turbine driven ships.

It is not generally known in the Commonwealth that the battle cruiser "Australia" was specially exempted from the Disarmament Agreement.

There was no need for the Washington Conference to exempt her from the scrap heap, the present Federal Government seems bent on scrapping soul and body in the Defence line—both ashore and afloat. Spending money on defence is not popular at present, and it is the degree of popularity that counts with our politicians—not the state of the country's defences.

Japan's building programme is progressing steadily. Eight fast cruisers aggregating 68,000 tons, twenty odd submarines and a like number of destroyer leaders are now in course of construction. All these vessels embrace the very latest improvements known to naval science. In all probability they will be made use of some day conveying tourists to the Philippines and New Guinea, or competing with Chinese junks in the bird-nest trade—perhaps.

With the concurrence of the Trustees, Mr. J. Partridge, Superintendent of Royal Naval House, has kindly permitted the use of the Gymnasium on Wednesday evenings between 7.30 and 9 p.m., for the purpose of instructing cadets who wish to attend the Wireless Classes. Mr. P. G. Stephen, Wireless Instructor, is preparing the necessary apparatus. This will take a few days; in the meantime Mr. Stephen will be pleased to instruct Cadets at his home, 69 Phillip-street, Balmain, on Wednesday evenings from 7 till 9.

Wanted: Men, women and children of discernment to join the Navy League. Excellent prospects of advancing the aims and objects of the League and doing a duty to those who come after us. Start at once.

The famous old *Oriental* of the P. & O. Line, which was sold to the French early in the war and became the *Hong-Kong*, is to cruise round the Indian Ocean as an exhibition ship of Indo-Chinese products.

The English Sea Scouts' training-ship *Northampton*, formerly the torpedo-gunboat *Sharpshooter*, has been closed down for financial and other reasons and has been towed away from the Thames Embankment to be broken up on the Medway.

A properly fitted ship's lifeboat is equal to carrying one full grown person to every 10 feet of cubic capacity. The cubic capacity is obtained by multiplying the extreme length by the breadth outside by the depth inside. Multiply the result by six.



I've had the measles and the mumps
And other things like other chumps;
And when I catch a cold I'm sure
To have my Woods' Great Peppermint
Cure.

For Children's Hacking Cough,
Woods' Great Peppermint Cure.

The old cruiser *Psyche* has been sold and is being demolished. Two other one time wardens of the seas, now obsolete, are also destined for the scrap heap via the Shipbreakers: they are the hoary vessels, *Penguin* and *Pioneer*. H.M.A.S. *Franklin*, an ex-German, too, is for sale.

H.M.S. *Chatham*, flagship on the New Zealand Station, is due in Sydney on or about 29th October. She will remain here for about a fortnight.

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A CADET IN THE RECENT REVIEW. HIS DAY DREAM.

SOME day he would be Commander of Australia's fleet, a real fighting sailor man, with an array of hard won ribbons decorating his breast, much like the Commodore; decorations earned through sterling service to his country in its hour of need. None of your post-war patriotism for him. None of your parading around in a uniform that did not claim a war ribbon, unless there was a valid reason for it. Should the occasion ever arise he would do his bit of the 'real thing,' and do it on a shell splashed fighting ship. None of His Majesty's ship 'Pinafore' touch about him. He would strive to do his best; he would be in earnest in his endeavour to fit himself to reap a rich harvest of manliness, of sacrifice and service to his fellows. He would win honour and distinction in the Navy League Sea Cadet Corps. Yes! he would work and work and work until he achieved in life—in death, the glory and fame of a Nelson, a Beatty, a—Battalion, 'shun!

A NILE VETERAN. HIS GRUDGE AGAINST NELSON.

Among the prizes taken at the battle of the Nile was the Franklin, 80. Her name was changed to Canopus, and, after many years' service in the Fleet, she eventually became a receiving hulk in Hamoaze. Early in 1868, says "The Times," an old man came on board, and when asked his business replied: "Came to have a look at her; helped to bring her home." His name was Couch. He had been one of the prize crew of the Franklin. After the peace in 1814 he deserted, lost all claim to pension, and landed in the workhouse. On these facts being known, a subscription was raised, and he was lodged with a boatman at Torpoint. The Admiralty then granted him a pension in consideration of his being about a hundred years old. He claimed to be 103. His memory of old days was good. He served in a ship which took out a monument to Captain Cook to Tahiti. "Killed by the savages, he was, with spears," said Couch. He had a grudge against Nelson and it was difficult to get him to tell the tale. "Well, it was this way. I was quartermaster of the afternoon watch, and the Admiral came on deck, and he says: 'Couch, if ever I see you in that state again on watch you'll have two dozen next morning, as sure as my name's Nelson.' And I was as sober as I am now. How could I get drunk? Why the evening grog hadn't been served out."—Admiral Sir J. S. Jackson.

"To live in the hearts we leave behind, is not to die."
—LINCOLN.

"Keep Watch."

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The following letter has been sent to the Press on behalf of the Executive Committee of the Navy League, London, by the Duke of Sutherland, President of the League, and Sir Cyril S. Cobb, Chairman:—

"In putting forth the new policy of the Navy League, we wish to make it quite clear that the agreements reached at Washington are not in any way questioned, and, since His Majesty's Government is pledged to them, it is presumed that they will be adhered to in good faith. But whatever effect the late war and the above agreements may have had on the future of naval armaments, the position of the Empire, so far as its geographical situation and its sea communications are concerned, has in no way changed since, with the development of the submarine and aerial warfare, the question of getting our food supplies into this country in time of war will be even more difficult than in 1914-18.

"For a clear understanding of the British Empire's special need of sea power, the situation cannot be better expressed than in the words of the Earl of Balfour when addressing his American colleagues at Washington.

"He asked them to imagine that their Western States were suddenly removed 10,000 miles away across the seas and that the very heart of their great Commonwealth was a small and crowded island dependent on its overseas communications not merely for its trade, but for the very food upon which it subsisted.

"Supposing," he said, "it was a familiar thought with you that at no moment in the year were there more than seven weeks' food supply, then you would understand why every citizen of the British Empire in the Dominions and at home never can forget that it is by sea communications that we live, and that without them we should cease to exist."

"As regards watching the development of the Air Force with a view to ensuring the proper co-ordination between Naval and Air Force strength, it might be as well to remind the public that this is no new departure on the part of the League since, on 16th May, 1913, the National Aerial Defence Association promoted by the Navy League was first inaugurated at the Mansion House with the Lord Mayor of London in the chair.

"It will therefore be realised that the Navy League, even in those days, was alive to the possibilities of aerial warfare on our sea communications, and recent developments have only accentuated the necessity of the Navy League living up to its motto—'Keep Watch.'"

Grand Council Meeting.

A SPECIAL MEETING of the Grand Council of the Navy League was held in London on the 8th of June under the chairmanship of Sir Cyril Cobb, M.P.

Among other things, a re-draft of the constitution and rules, and the aims and objects of the League was agreed upon. It was also decided that a public appeal should be made through the Press in order to establish an Endowment Fund for the League. The amount aimed at is £100,000.

The meeting was influential and representative, and the following extracts of speeches reflects the feelings of the large body of members present.

Mr. A. A. Somerville: "We want our organisation, our Navy League, to be a living one, and, if necessary, a fighting one."

Admiral Frenantle: "The country has been built up on Naval power, and it has been defended in the main by sea power. The great thing is to keep watch to see that our defences

are not reduced too low, and I do think that the Navy League is even more required at the present time than in 1914."

Mr. Gerard Fienness: "One thing of extreme value is that we have now more definitely recognised, more than before, the identity of the King's Navy and the Mercantile Marine. The War has taught us that there are no two sea services, but one sea service, each part fulfilling its own special function. That is the thing that the Navy League is going to keep ever before its eyes in the future, and we shall devote a considerable amount of our attention in fostering the interests of the Mercantile Marine as well as the Royal Navy. Sea power is not an instrument which can be used for aggression. It is essentially for the employment of defence and the employment of peace. So long as this country is unchallengeable at sea, it will do its part for preserving peace, and not only peace, but that amity of nations which is better seen in the fellowship of the seas than it is in any other relations of life."

Mr. Dinick: "I do not stand with those who would whittle down the strength of the British Navy. I do not like the situation which gives

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to America and Japan the privilege to build as many cruisers as they wish. There is a weakness here. Who is to say what shall be the Naval strength of England in respect to her complement of light cruisers? None other than the people of England!! It is the patriotic duty of every man and woman to see the British flag flying from the masts of British ships in every port of the world. We must see that our prestige is maintained, and that the Union Jack, and not the Stars and Stripes of America or the Rising Sun of Japan, outstrips our flag as the predominant flag upon the seas. The Navy League is out for complete naval protection.

"I am quite with those who think that England should be a shining example to other nations, but don't let us stress that point too virtuously; please remember that England must be a wholesome warning as well. Unless a warning, we shall quickly cease to flaunt the example as a doctrine so dear to many hearts. Remember that England by centuries of conflict has won her right as top dog on the seas, and are we to-day to allow our position to be subtly taken from us, when the path has been made clear and easy, by other nations who have an eye to strip us of our place and position and

prestige as Mistress of the Seas, which is our birthright? . . ."

It was agreed also that, owing to the altered conditions of modern warfare, it was necessary for the Empire to have a powerful Air Force to work in conjunction with the Royal Navy.

(The New South Wales Branch of the League is in complete accord with the above quoted expressions of opinion.—Ed., N.L.J.)

MERCHANT SHIPPING.

Lloyd's Register has issued its annual return. This shows the world's total of seagoing, steel and iron steamers and motor vessels to be 56,802,000 tons gross, an increase of 14,112,000 compared with 1914. The United Kingdom's total is 19,053,000 tons, an increase of 176,000 tons; dominions, 2,701,000 tons, increase 794,000 tons; United States, 12,506,000 tons, increase 10,669,000 tons; Germany, 1,783,000 tons, decrease, 3,315,000 tons. During the last twelve months German tonnage has increased 1,131,000 tons, while British has decreased 231,000 tons, owing probably to the large number of ships, mostly old, sold abroad.

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The **NAVY LEAGUE** is a Voluntary Patriotic Association of British Peoples, entirely outside party politics, desirous of rendering the greatest service of which it is capable to the Empire, particularly in connection with all matters concerning the sea. It upholds as the fundamental principle of National and Imperial policy **COMPLETE NAVAL PROTECTION FOR BRITISH SUBJECTS AND BRITISH COMMERCE ALL THE WORLD OVER.**

Its objects are:—

1. To enlist on Imperial and National grounds, the support of all classes in **MAINTAINING THE NAVY AT THE REQUISITE STANDARD OF STRENGTH**, not only with a view to the safety of our trade and Empire, but also with the object of securing British prestige on every sea and in every port of the World.
2. To convince the general public that expenditure upon the Navy is the national equivalent of the ordinary insurance which no sane person grudges in private affairs, and that **SINCE A SUDDEN DEVELOPMENT OF NAVAL STRENGTH IS IMPOSSIBLE, ONLY CONTINUITY OF PREPARATION CAN GUARANTEE NATIONAL AND IMPERIAL SECURITY.**
3. To bring home to every person in the Empire that commerce can only be guarded from any possible attack by a Navy, **IN CONJUNCTION WITH THE AIR FORCE**, sufficiently strong in all the elements which modern warfare demands.
4. To teach the citizens of the Empire, young and old alike, that "it is the Navy whereon, under the good providence of God, the wealth, safety and strength of the Kingdom chiefly depend," and that **THE EXISTENCE OF THE EMPIRE, with the liberty and prosperity of its peoples, NO LESS DEPENDS ON THE MERCHANT SERVICE, WHICH, UNDER THE SURE SHIELD OF THE ROYAL NAVY, WELDS US INTO ONE IMPERIAL WHOLE.**
5. To encourage and develop the Navy League Sea Cadet Corps not only with a view to keeping alive the sea spirit of our race but also to enable the **BOYS TO BECOME GOOD CITIZENS OF THE EMPIRE**, by learning discipline, duty and self-respect in the spirit of their Motto—
"For GOD, for the KING, for the EMPIRE."
6. To assist the widows and dependents of officers and men of the Royal Navy, including the Royal Australian Navy, Royal Marines and Mercantile Marine who were injured or who lost their lives in the War, and to educate their children.



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WHAT HAVE YOU DONE FOR THE NAVY LEAGUE SEA CADETS?

There are upwards of 300 cadets wearing the Navy League uniform, and the number is only limited by the lack of funds. Over 400 boys have actually made application to join the Sea Cadet Corps at North Sydney alone. There is no doubt about the popularity of the movement. The Navy League Sea Cadets have come to stay.

CLUB-ROOM.

Cadets from Drummoyne, Balmain, North Sydney and Richmond are frequently in the city. How nice it would be if they had a club-room centrally situated so that members of the various Corps could fraternise when in town.

Who will place a suitable room at the boys disposal, or who will contribute towards the cost of renting one? The boys fully deserve such a club-room—they will deserve it a hundred fold in the years to come. Now, come along, who is going to be the real friend to the boys? A ring, City 6817; or a letter to the Navy League, Royal Naval House, Grosvenor St., City, will receive prompt attention.

RECOGNITION.

The Navy League Sea Cadets in England enjoy official recognition by the Lords Commissioners of the Admiralty, and we are hopeful that at no distant date our own Sea Cadets will receive a similar privilege at the hands of the Australian Naval Board.

THE JOURNAL.

Will Members and friends who do not desire to have the Navy League Journal sent to them be so good as to notify the Editor. The number of Journals printed is not unlimited, and good use can be made of every copy.

After reading the Journal please pass it on to a friend.

THANKS.

The Navy League takes this opportunity to thank Miss Frances Glasdon of Killara, for her generous gift of ten guineas to its funds. Last year Miss Glasdon contributed a similar amount.

To Miss Dunstan of Killara, who has sent along a guinea, we also tender our thanks.

The Executive of the Navy League desires to place on record its appreciation of Captain T. J. Robson's action in having a handsome and useful dinghy specially built and equipped for the use of the Drummoyne Unit of Sea Cadets.



N. S. W.

NAVY LEAGUE



SEA CADETS

The Navy League is Non-Sectarian. The Navy League is Non-Political.



Sea Cadet Notes.

THE Executive Committee of the Navy League, New South Wales Branch, has appointed Mr. Arnold Mellor, late R.A.N., and officer-in-charge of Drummoyne Unit of Sea Cadets, to take precedence, as an officer of the N.S.W. Branch of the League in an honorary capacity, immediately after the Navy League Organiser.

At all public and private functions, and at all parades and camps, where two or more units of Navy League Sea Cadets are officially represented, Mr. Mellor, and in his absence the officer next in seniority will assume control of the boys and issue the necessary instructions.

On all executive matters affecting other than their own particular Corps officers-in-charge should get into touch with Mr. Mellor, with the object of ensuring that complete co-operation which is essential to success.

Administrative matters affecting the welfare of individual units should be dealt with by the Committee of the local sub-branch of the League concerned, and any recommendations from these committees to the Central Executive will receive every consideration.

On the invitation of the Chairman and the Committee of the Royal Shipwreck Relief Society nearly two hundred Navy League boys, under Mr. P. Macdonald, Balmain, and Mr. M. McDonald, Drummoyne, were present at the Society's Grand Concert held in the Sydney Town Hall on the evening of the 4th inst. The cadets, who were drawn from North Sydney, Drummoyne, and Balmain very much appreciated the outing.

Seniority of Officers in Charge of Units dates as follows:—

Mr. Arnold Mellor...	...	1-11-1921
Mr. R. H. Wade	1-6-1922
Mr. P. Macdonald	8-7-1922

PRESENTATION OF BANNER.



MISS CHARLES FAIRFAX WITH OFFICERS AND PETTY OFFICERS OF THE SEA CADETS.

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Officer-in-Charge: MR. P. MACDONALD, late R.N.D.

PARADES,
CLASSES AND
DRILLS
AUGUST 1922.

- 3rd Knotting, Splicing, Physical Exercises, Semaphore, Squad Drill, Wireless.
5th Boat Party at Mort's Dock overhauling cutter.
10th Knotting, Splicing, Physical Exercises, Compass, Semaphore, Wireless
12th Boat Party at Mort's Dock overhauling and painting cutter.
17th Knotting, Splicing, Physical Exercises, Compass, Semaphore, Wireless
19th Color Party attended at Boy Scout's Hall, Petersham, and accepted Colours presented by Miss Charles Fairfax to Senior Unit.

24th Knotting, Splicing, Physical Exercises, Compass, Squad Drill, Semaphore, Wireless.

26th Boat Party at Mort's Dock painting cutter. Instruction on parts of ship, on board S.S. "Pulgarbar." Weather unfavourable for finishing and launching cutter.

30th Wireless instruction by Mr. P. G. Stephens.

31st Physical Exercises, Squad Drill, Semaphore, Knotting, Splicing, Compass.

NEW ENTRIES—C. Ford, V. Rendell, A. Young, W. Maloney, J. Georgeson, L. Allen, S. Thompson, H. Black, F. Quinn, R. Boykett, W. Boykett.

DISCHARGES—P. Goldsmith, A. Tutton, J. Tutton, G. Cracknell (non attendance); D. Ferguson, M. Riley, E. Saxton, G. Martin (own request); W. Grives, H. Neilson, A. Mitchell, N. Merritt, C. Brown, H. Griffiths, A. Drake (non attendance).

PROMOTIONS—G. Mountford to A.L.S., A. Sauer to A.L.S., G. Hudson to L.S. Bugler, Divisional Band.

TRANSFERS—R. Gaul, P.O., transfer cancelled.

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Drummoyne Corps.

Officer-in-Charge: MR. A. MELLOR, late R.A.N.

NEW ENTRIES—John Denning, Eric Finch, Norman Brown, John Higham, Leonard Watson, Cyril Kelshaw, Leonard Trass, Robert Atkins, Charles Best.

DISCHARGES—Cecil Watson (left State), Walter Hilder (left state), Claude Cyler (left district).

PROMOTIONS—Jack Everett, Jack Wallace, Cyril Kelshaw and Allan, McNab to Ldg. Sea Cadet (acting), George Miller from Ldg. Sea Cadet to Petty Officer (Acting), Frank Roberts from Petty Officer (Acting) to Petty Officer.

REVERSION—Percy Davis, from Leading Sea Cadet (Acting) to Sea Cadet, having failed to qualify after three months' probation.

CAMP—At Killarney, Middle Harbour, from A.M., 30th Sep. till P.M., and Oct. (See below).

Owing to increase of personnel, classes are now held twice weekly—"B" and "C" Coys. meet on Wednesday night, and "A" Coy. on Friday nights. The services of Messrs. A. Otter and G. Wallace as Seamanship Instructors, is most valuable. The sterling work done by these friends of the League in assisting the O.C. and his assistant is greatly appreciated.

Gladesville Reserve, and the bay that skirts it, is the rendezvous on Saturday afternoons, other than when any parade of special kind is required. Boat-pulling and signalling are always carried out, and football is never missed. North Sydney Corps are frequent visitors at these parades, co-operating with us in many a pleasant afternoon.

A special set of Lantern Slides is being compiled by Mr. A. Mellor, Senior Officer Navy League Cadets. Officers in charge of Corps are requested to forward him good negatives or prints of interesting events, groups or anything of special interest that will help to make a collective set of the movement that in years to come will be of much interest. Every care will be taken of negatives or prints forwarded, and same will be returned as soon as possible.



Ldg. Sea Cadet George Wheaton has recently been presented with a solid gold medal from the Drummoyne Amateur Swimming Club. Wheaton, for a boy of 14 years, is a wonderful distance swimmer, having carried off various club events in the local amateurs. The late Rear-Admiral J. S. Dumaresq, C.B., C.V.O., presented young Wheaton with a beautiful gold Swan fountain pen at last year's Fleet Aquatic Carnival, after putting up a splendid fight for third place with Leading Seaman Sorreson, of H.M.A.S. "Tingira."

Swimming will be with us again shortly and although this Corps proudly boasts that the three Championship medals were captured by us last year, we are leaving no chances aside to get into early training as soon as the sunny days are here. Since last swimming season North Sydney and Richmond Corps have been formed—and it is whispered that the lads from the North side have a few dark horses. But in all fairness to the smaller lads of the Navy League Cadets in the State, two grades will in future be the rule—known as "Juniors" and "Seniors" Championships respectively.

The Corp's staunch friends, Mr. and Mrs. H. M. Shelley, have kindly invited the Cadets and Officers to an afternoon's outing in the grounds of their fine residence at Henley, on the Parramatta River. A team of eight Cadets from North Sydney are to try their prowess at a tug-of-war with a Drummoyne eight.

This Corps is holding a three-day camp from A.M., 30th Sept., till P.M., and Oct., near Killarney, on the upper shores of Middle Harbour. Tents and equipment have been lent, and preparations are being made to ensure a successful venture. A charge of 4s. per head is being charged Officers and Cadets, which will ensure ample good food, and hire of motor launch for transporting equipment and towing cutter.

Owing to unsettled weather conditions on Saturday, 16th August, the route march to Buffalo Creek was cancelled. Every Cadet who attended parade was given a matinee ticket to the Kismet Theatre, Drummoyne; so the 47 Cadets who risked the drizzly weather were rewarded for their keenness of not missing a parade.

North Sydney Corps.

Officer-in-Charge: To be appointed

NEW ENTRIES—Albert Kennedy, Robert Harper.
PROMOTIONS—Sea Cadets E. Darcy and E. Alfonso to Ldg. Sea Cadets (Act.)

TRANSFERS—Ldg. Sea Cadet W. Ellis to Petty Officer (Act.). Petty Officer R. Gaul's transfer from Balmain Corps to North Sydney Corps is cancelled.

"A" Coy.

Chief Petty Officer R. Tarleton	Sea Cadet D. Moor
Petty Officer B. Mundy	" " C. Geach
Ldg. Sea Cadet W. Blackman	" " T. Chambers
Ldg. Sea Cadet E. Alfonso	" " C. Wallis
Sea Cadet C. Clayton	" " K. Bull
" " L. Kelleway	" " H. Chatfield
" " J. Dryden	" " R. Mitchell
" " A. Jones	" " H. Shover
" " L. Bagby	" " M. Leslie
" " A. Joscelyne	" " T. Hall
" " J. Logan	" " P. Burns
" " E. Ryan	" " W. Brown
" " " "	" " C. Brown

"B" Coy.

Chief Petty Officer L. Vincent	Sea Cadet R. Marks
Petty Officer W. Ellis	" " L. Feegason
Ldg. Sea Cadet E. Darcy	" " T. Crowley
Sea Cadet L. Dadswell	" " J. Hall
" " C. Stone	" " F. Wolfe
" " V. Short	" " L. Naylor
" " H. Fleming	" " G. Cook
" " T. Lewis	" " G. Simpson
" " F. Thorn	" " A. Kennedy
" " F. Douglas	" " R. Tamlin
" " T. Hughes	" " W. McWilliam
" " G. Whatham	" " L. Logan
" " J. Towner	" " R. Harper

It is expected that a few more boys will be in uniform during the month.

A fine hall has been located—namely, St. Peter's School Hall, Lavender Bay, North Sydney. Instruction night classes are held twice weekly—"A" Coy. meets on Tuesdays, and "B" Coy. on Thursdays. Fine progress has been made of late, and we are grateful for the great assistance of Mr. A. Mellor, Senior-Officer Navy League Cadets.

On various occasions we have enjoyed the afternoon parades with the Drummoyne lads on the Gladesville Reserves. Our lads besides trying their skill at boat pulling, have played some splendid games of Rugby League football, recently defeating Drummoyne by 30 points to 10 points. We hope our pals will often meet us in swimming and cricket contests during the warm weather.

Many thanks due to Mr. L. E. Forsythe, late Senior Sea Scoutmaster, for his interest in the

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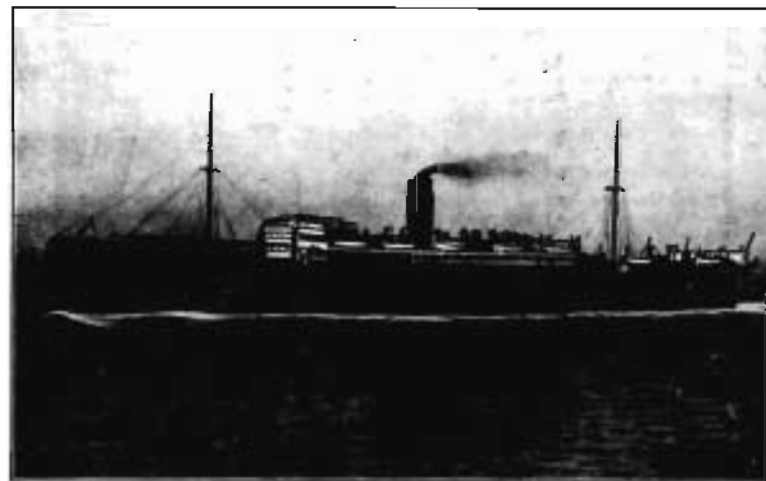
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Corps, and for his kindness in allowing the cadets to use the splendid ship's mast, flags, mechanical semaphore, etc., at his residence.

Chief Petty Officers L. Vincent and R. Tarleton are to be complimented on their fine work, which speaks well of their training under Mr. Forsythe. Until a suitable Officer-in-Charge is appointed these two Chief Petty Officers will be entrusted with the training of the boys under the general supervision of Mr. Mellor.

"A" Company recently took part with Drum-moyne Corps at the recent presentation of the Miss Charles Fairfax Colours to Balmain Unit. When the Cadets Competitions take place we hope to be able to win the "Fairfax Colours"—and hold them on merit.



Richmond Corps.

Officer-in-Charge: Mr. R. H. WADK.

"A" COMPANY—J. Bedford, K. Gates, W. Gates, A. Nay, G. Nay, J. Devlin, F. Knott, A. Caterson, S. Alsop, W. Crozier, J. Drayton, J. Willmott, G. Devlin, W. Collins, K. Devlin, Ed. Drayton, Wm. Elliott, H. Stead, J. Douglas, R. W. Wade, E. Phillips, A. Barnes, H. Robertson, C. Mills, C. Stanford.

There are also 20 boys who regularly attend drills, but as yet are not in uniform.

This Corps has been most fortunate in securing a splendid hall—namely, the Drill Hall, Windsor-road, Richmond. Well lighted with electricity, and equipped with gymnasium apparatus, classes are held twice weekly. Primary W/T is given on Monday nights, and the general instruction night is Thursday.

Lieut. W. H. Ray, A.M.F., is responsible for the efficient manner in which the cadets recently carried out the Squad and Company drills. Lieut. Ray, who is an instructor at the Hawkesbury

Agricultural College, greatly assists the officer-in-charge, Mr. R. Wadk, in the work of the Corps.

On the 16th September a presentation of colours to the Richmond Corps will take place on the local Park. Prior to the presentation Cadet Sports will be held. An invitation is extended to Corps of the Sydney District to send a representative party to co-operate in the ceremony, and to take part in the sports. Boys can rely on a good time.

The handsome Union Jack is the gift of the residents of Richmond and district. It is most encouraging to the officer-in-charge to obtain so much practical assistance from the local residents, and they may rely on the lads to always be a credit to the town.

The Senior-Officer visited this Corps on the 30th August, and inspected the Cadets and the Drill Hall.

As a mark of appreciation the Cadets recently presented their popular O. in C. with a silver-mounted pipe and pouch.

RICHMOND SUB-BRANCH.

The Committee of this Sub-Branch has got into its stride. Its enthusiastic members are rendering splendid service in the interests of the Sea Cadets and the Navy League in Richmond. The President is Alderman B. E. Sullivan (Mayor); he is ably assisted by Messrs. A. P. Biddle, W. S. Ritchie, C. Devlin and H. McIntosh, Vice-Presidents, and the following Committee:—Dr. Helsham, Rev. Dillon, Rev. Milne, and Messrs. K. Sly, R. Tate, S. Woodnill, B. Mayo, A. C. Lloyd, H. N. Kershaw, W. H. Ray, R. H. Wade (O. in C. Cadets). The Hon. Secretary is Mr. L. Ray and the Hon. Treasurer, Mr. T. Stead.

Mr. W. Minchin, late Lieut. R.N.V.R., is giving his services to the local Cadets as Seamanship Instructor.

All communications for insertion in THE NAVY LEAGUE JOURNAL should be addressed to the Editor, Royal Naval House, Grosvenor Street, Sydney.

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THE BOY SCOUT.—LUCK.

BY P. HARVEY POWER.

AUSTRALIAN PARENTS' ALERT!

Have you ever realised what a Boy Scout is? Then, if not, read the Boy Scouts' page in this Journal each issue.



lacking might have averted it, for the effect of one is the cause of the next. It is not a matter of fate luck or chance, these are just terms used to excuse our ignorance of causes unknown.

We are sometimes told that everything comes to him who waits. In this world anyhow many die before they have a chance to wait long enough. Opportunities come to all of us, but we do not always recognise them and are not always prepared to seize them. Some persons are said to be lucky, but if you trace their luck back to the real source you will find they have brought about a train of circumstances which have culminated in the so-called luck.

One boy will have a clear idea of what he wants to do for a living and prepares himself accordingly. At first there is a good deal of drudgery to be done, but his desire to reach his goal will carry him through that, besides he does not find the drudgery so very hard after all for he is interested in his work and is learning all the time and he knows this is the first step to success which once past there will be no occasion to go back. He learns his lesson and has proved himself fit for something better: his knowledge will stand him in stead at a later stage. By his willingness and application he soon attracts the attention of those above him who are always on the lookout for suitable men, and his promotion is rapid.

Another boy with just the same opportunities thinks only of what he can get from his employers, not what he can give them. He seizes every opportunity of stealing a few minutes from the time he has sold his employer to yawn to others, thus distracting their attention. If sent on a message, he loiters on the way to have a smoke, listen to a band, or look in at a shop window. He does just sufficient work which he judges will enable him to keep his position. He does not consider that his employer has other expenses besides wages, and that if everyone loafed as he did the business would collapse, and he together with his mates would lose their employment. His troubles! He would look for work elsewhere.

IS there such a thing as chance? At first glance one might feel inclined to answer "Yes," but on further consideration one must admit there is no effect without a cause. Matters in this world are worked on a system, they are not casual. Different results are obtained by different causes. By studying what produces a cause we are able to learn how to control it. Often we do not go far enough back. A boy may tread on a dirty nail projecting out of a piece of wood left lying on the ground, and in consequence get blood poisoning which results in the loss of his leg. True the nail was the immediate cause of the accident, but if the nail had not been carelessly left in such a position, the boy could not have trodden on it: or if the boy had not walked in that particular place he would not have trodden on it: or having trodden on it, if he had cleaned the wound and had it properly dressed, he would not have suffered from blood poisoning. Why was the nail not drawn or hammered down instead of being allowed to stick up in such a dangerous manner? Who was so careless as to leave the nail where somebody might tread on it? What caused the boy to walk where the nail was sticking up? Why did the boy not look where he was going? And so we can go back and back until we find a combination of events contributing to the accident, any one of which if

THE BOY SCOUT.

CONTINUED.

People are employed for what they know and put into practice. Which of the two boys is the more likely to get on in the world: the one who is prepared to make himself useful, or the one who drifts and does as little as possible? The answer is obvious, and yet the latter though lazy, dishonest, unfair and incapable will blame his bad luck and look in envy at the other lad who has good luck, whereas in each case it is really the effect of the cause which has been brought about by the individual himself.

THROUGH GERMAN SPECTACLES.

REMINISCENCES OF THE WAR AT SEA.

(HECTOR C. BYWATER IN "THE NAVY")

AMONG my acquaintances in Germany before the war was a young officer serving in the North German Lloyd, who, besides being a seaman of the very best type, was a keen and well-informed student of naval affairs. Intensely loyal to his country as he was, and firmly believing in the inherent superiority of German culture, he always took a broad and unprejudiced view of international questions, and had a sincere admiration for England, though he never disguised his opinion that an Anglo-German conflict was inevitable. In the course of our numerous conversations at his home in Bremen, or on board his ship, we often discussed the possibilities of such a war, but generally agreed to differ as to its probable outcome. At our last meeting, which occurred early in 1914, my friend informed me that he had just been notified of his promotion in the naval reserve to the rank of Lieutenant zur See, which is the equivalent of Sub-Lieutenant in our service. He had already done two spells of training with the fleet, and was highly elated at getting his step, which made him one of the youngest officers of that rank in the German naval reserve. His ship was then on the point of sailing for the Far East, and was not expected back before July, so that we provisionally arranged to meet again, either in Bremen or in Berlin, some time in August, 1914. Needless to say, the appointment was not kept!

The next news I had of my friend was in April, 1921, when I heard that he was again serving with his old company, the North German Lloyd, and was hoping to be given the command of a new 8,000-ton cargo steamer, which was then completing at Hamburg. I thereupon wrote and suggested that he send me some account of his war experiences, if he had any that were worth repeating; and after considerable delay he has complied with this request.

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Hundreds of personal narratives by those who took part in the war on the German side have already been published, but the majority of them are so obviously intended to serve as propaganda that they need to be taken with a generous pinch of salt. My friend, on the other hand, writes pretty frankly about the various happenings which came under his personal notice, and while his letter throws no very dazzling light on any particular aspect of the naval war, it contains some observations which appear to me to be worthy of reproduction. I therefore give the following extracts:—

It was not until the 30th July that orders came for me to report at Wilhelmshaven. I arrived there just after the fleet had got back from Norwegian waters, and a great many people thought it was very lucky to have escaped the British, who were supposed to have been lying in wait for it in full strength. We heard afterwards that nothing of the kind had taken place, the British fleet having gone straight to its war base at Scapa after mobilising. For the first fortnight nearly everyone at Wilhelmshaven expected that Jellicoe would attack our North Sea coast, and I think that there is no doubt whatever that our naval dispositions were based upon that assumption; though I myself could not understand why experienced officers like von Ingenohl and his staff should credit the British with being so insane as to waste their precious dreadnoughts on such a crazy enterprise.

When the first few weeks went by without bringing the expected attack, rumours began to circulate that we were on the point of taking the offensive. It was known that the Naval Secretary, Admiral von Tirpitz, was strongly in favour of this course, believing, as he did, that only by going out and giving battle to the Grand Fleet could the Navy strike a decisive blow in the war. He argued that, although a complete victory might be impossible, in view of the British preponderance in big ships, we could be fairly certain of inflicting a great deal more damage than we suffered, and if British supremacy in the North Sea were even temporarily broken it would not only have a profound effect on opinion at home and abroad, but would also prevent the establishment of that blockade of our ports which was recognised from the outset as being the one development that we had the greatest reason to fear. I am convinced that had von Tirpitz been left in charge of naval operations, a great fleet action would have been fought in the early days of the war; in which case, judging by the experience at Jutland, when we were outnumbered more heavily than we should have been eighteen months before, the whole course of the struggle would have been very different. But at this crucial stage it was our Navy's misfortune to be controlled by landmen



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who had no understanding of naval strategy, and whose thoughts were wholly concerned with political consequences. Thus the predominant view at General Headquarters was that nothing which happened at sea—short of the complete defeat of the British main body, which no one there thought possible—could influence the war as a whole to any serious extent, while it was most essential that the fleet should be held in reserve as a card to be played at the peace negotiations. It was this false conception of the role of sea power which led to the issuing of the famous order of operations by the Emperor, absolutely forbidding the commander-in-chief to take the offensive. There was a feeling almost of despair among us when the order became known, and though the men looked forward eagerly to meeting the Grand Fleet, every officer knew that a fleet battle was practically out of the question unless the British attacked our coast; and unless overcome with madness they were not likely to do that.

"For the first two years I was engaged in training duties, and therefore saw very little service afloat. The position of our reserve officers was rather difficult at first, owing to the haughty attitude of the regular officers, who seemed to regard us as interlopers. Things got better afterwards, and it has since been acknowledged that without our help the U-boat arm could never have been made so formidable. Towards the last gany of our corps were actually commanding U-boats and destroyers, a fact that would have been deemed incredible in 1914. In the third year of the war I was appointed to the mine-sweeping service. This was the time when the British mine-layers were becoming very active and extraordinarily daring. I have myself assisted in clearing a field of mines which had been laid within three miles of Heligoland in an area continuously patrolled by our forces. It was much too large to have been laid by a submarine, but how surface ships contrived to approach so close was a mystery we never solved.

"Towards the end of 1917 this sweeping service became so hazardous that the real work had to be done by volunteers. Between December, 1917, and October, 1918, our losses through mine explosion averaged three per week—the casualties being chiefly among the mine-sweepers, destroyers and U-boats. The strain of work was intense. On several occasions a ship was blown up and the survivors placed on board another vessel, which, in her turn, blew up shortly afterwards, and sometimes the third rescuing ship met with the same fate. The British mines, which at first had been very bad, gradually became more efficient, but they were never as good as ours, either as to reliability or effectiveness. Incidentally, the most powerful mines I ever came across were those laid by the Russians in the Baltic. They held an enormous charge, and invariably functioned well. I saw one of our destroyers literally blown to pieces by one of these Russian mines.

"I do not think there can be any doubt but that the most effective branch of the British Navy during the war, so far as direct results were concerned, was the mine-laying service, though the submariners were a good second. The chief of our U-boat section told me that the British submarines were, as a rule, faultlessly handled. They would have been even more deadly had they carried better torpedoes. As it was, their shots often missed, because the torpedoes ran erratically, and when they did hit the effect was less than it ought to have been probably because the charge was defective or too small. One of our battle cruisers was thrice torpedoed, and on each occasion the damage, which scarcely affected her trim, was repaired within a month.

"I was at Wilhelmshaven when the High Sea Fleet returned from the Battle of Jutland. There is a legend in England that the battle broke the moral of our personnel, but I ask you to believe that nothing could be wider of the truth. For weeks afterwards, officers and men alike were burning with martial ardour, and nothing would

have been more welcome to them than an order to get out again. It was only among the battle-cruiser personnel that one noticed symptoms of nervous strain, which, considering the frightful ordeal they had passed through, was not surprising. Captain Persius has circulated the story that after Jutland it was realised in the fleet that another pitched battle was impossible. That is untrue. On the contrary, everyone in the fleet, from Admiral Scheer downward, was convinced that there would be another battle, which this time would be fought to a decision; and it would unquestionably have been fought, but for the positive orders from General Headquarters that no further risks were to be taken. The bitterness felt in the fleet at this stupid interference was well expressed by the saying that if only enemy aviators would bomb G.H.Q., the High Sea Fleet would win the war inside a month. No doubt that was 'tall talk,' but it was honestly meant and believed.

"The mutiny was an almost inevitable result of keeping the fleet cooped up for two years. Admirals Scheer, Hipper and other wide-awake officers foresaw what would happen a good twelve-month before, and implored G.H.Q. to raise the ban on offensive operations. But all in vain.

"You ask me whether I think there will be a great revival of the German Navy within the discernible future? No, I think it highly improbable, because the people, who know nothing of what went on behind the scenes, think that the Navy betrayed them, whereas, in truth, the Navy itself was 'let down' by the politico-militarists. In any case, even if Germany becomes wealthy again, it is doubtful whether the people of this generation would pay for a new fleet. Moreover, opinion here is to the effect that naval warfare is changing radically, and that the sea battles of the future will be fought with weapons quite different from those of the late war.

"On the other hand, Germany's merchant fleet is rapidly recovering its old position. The progress made in rebuilding it during the last two years has been infinitely more rapid than anyone believed possible. I predict that in five years from now we shall have at least as much tonnage as in 1914. Shipping is fairly prosperous just now, but there will be a set-back when the exchanges become more normal. We have a large number of officers of the old Imperial Navy now serving in the merchant fleet; many of them, who held high rank, now occupy quite subordinate positions."

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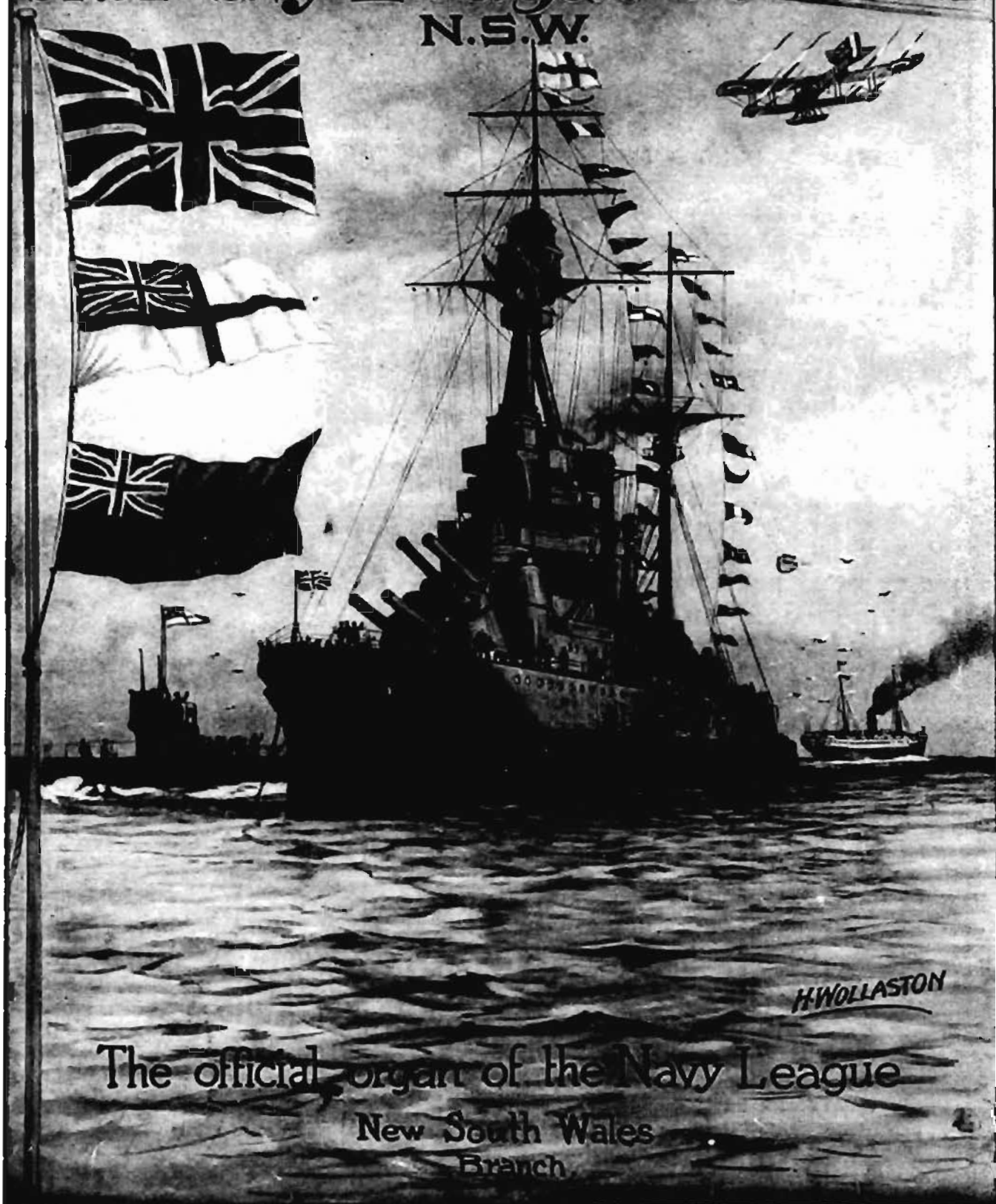
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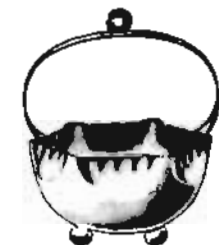
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The Navy League Journal

NEW SOUTH WALES BRANCH.

Vol. III. No. 6.

SYDNEY, OCTOBER, 1922

PRICE 3D.

THE DUMARESQ'S.

THE STORY OF A GREAT FAMILY.

By Captain J. H. Watson, F.P. FRANKS.

THE death at Manila of Rear-Admiral John Saumarez Dumaresq, C.B., C.V.O., lately commanding the Australian fleet, has brought into prominence a name which has been held by many who have taken an important part in Australia's national life during the past hundred years. Many are, no doubt, familiar with the name of Dumaresq, but few perhaps could individualise the actions of any bearing it. It may therefore be interesting to turn back the pages of history and read what some of the members of that old Australian family did for us in the long ago.

The first one to come to Australia was Lieutenant-Colonel Henry Dumaresq, who arrived by the ship "Phillip Dundas," commanded by Captain S. J. Searvell, from the Isle of France, on October 13, 1823. The Sydney Gazette, in commenting on his arrival mentions he is brother-in-law to Major-General Darling, who as yet had not arrived in the colony, and that he was a colonel, on half pay, of the 9th Regiment. The newspaper at the same time cautioned him how to behave himself, and not to listen to the tittle-tattle of conversation that was common at the time.

Shortly before his arrival, Major Owens, the Chief Engineer and Brigade Major, had died, and the Colonel was appointed Acting Chief Engineer, and the same newspaper, which was the only one at that time, said on December 8, that "Colonel Dumaresq, the present Chief Engineer, is rendering old Government House fit for the residence of his illustrious relative, and had added seven bedrooms under the roof."

On December 17, 1823, the ship "Catherine Stewart Forbes" arrived, and by her came Governor Darling, his wife and suite, Captain William Dumaresq, Lieutenant Condamine, Lieutenant Stoddart and Dr. Cornelius Wood.

On December 21, Colonel Dumaresq was appointed Private Secretary to the Governor and Clerk of the Executive Council, and on December 24 Captain Dumaresq, of the Royal Staff Corps, was appointed to the temporary charge of the Civil Engineers' Department.

On his arrival in Sydney, Colonel Henry Dumaresq, in addition to his Civil appointments, was gazetted as Captain commanding the first detachment of the New South Wales Corps, which, comprising six officers and

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eighty-four rank and file had arrived by the ship *John Barry* on July 7, 1826. This corps has no connection whatever with the old New South Wales Corps, which in 1809 was renamed the 102nd Regiment, returned to England in 1810 and was disbanded at Chatham in 1818.

This new Corps was raised from the "invalids," or pensioners, and did duty as police, but was eventually sent to Hobart.

It may perhaps be better to go back and see who the Dumaresqs are before we go into their Australian history.



Country "Sea, Land and Air."

The Late Rear Admiral J. S. DUMARESQ.

This family, which is of Norman descent, had been settled in Jersey for some generations, like others who had made their homes in that island and in Guernsey, especially the Saumarezs, gave loyal support to the British and many of its sons to the Navy and the Army, several of whom served in both services with great distinction, earning for themselves the thanks of Parliament and the gratitude of the country.

Our naval records bear testimony to the valuable services of First-Lieutenant Thomas Dumaresq, of H.M.S. "Venus," a frigate of 36 guns, which in 1761 captured the French

frigate "Brune," of the same armament, on which occasion he was wounded.

On the 1st January, 1802, his name appears in the Admiralty list as being promoted from Vice-Admiral of the Red to be Admiral of the Blue; this was before the time that the old system of classification of flag officers as of Red, White, and Blue was abolished in July, 1864, and before the White Ensign was flown by all warships of the British navy, which dates from 5th August, 1864, previous to which every ship of a squadron hoisted the coloured ensign of the flag-officer commanding it.

In July, 1801, an engagement took place off Gibraltar between a squadron under the command of Rear-Admiral Sir James Saumarez, consisting of five ships, and the combined French and Spanish squadrons of ten battle-ships, mounting 866 guns, and four frigates, which terminated in the defeat of the enemy. Admiral Saumarez's flagship was the "Caesar," 84 guns, of which the first lieutenant was Phillip Dumaresq, and who was sent to England with the Admiral's despatches. In these he was spoken of so highly that he was promoted to the rank of Master and Commander. In 1803 this officer, while in command of the sloop "Charwell," was present at the attack on Granville by a squadron commanded by Sir James Saumarez. The following year this officer was married at Guernsey to Miss le Mesurier, of that place; and in 1806 he was promoted to Captain.

In 1807 Sir James Saumarez, Bart., was appointed Commander-in-Chief on the Guernsey and Jersey station, and Captain Dumaresq was given the command of the "Diomedé," 50 guns, which was to carry Sir James Saumarez's flag.

In 1814 Captain Dumaresq was appointed to the command of the "Imperieuse," a 38-gun frigate. Immediately following this Captain Dumaresq married again, his wife being a daughter of James Pison, Esq., H.M. Receiver-General of the Island of Jersey.

In 1811 there was a Lieutenant Dumaresq in command of a sloop named "Hawke," and whilst on his way at night in his boat was, together with five of his crew, drowned on 25th December by the upsetting of the boat. The record does not give his full name or age, but states he was "a fine young man, a native of Guernsey."

In 1830 Lieutenant Henry Dumaresq, of H.M.S. "Wolverine," 16 guns, led the storming party at the capture of the Island of Corisco, whilst engaged in repressing the slave

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For those who chose the army as a profession it is not necessary to go back to the sixteenth century, with which the name is associated, contenting ourselves with Colonel John Dumaresq, the great-grandfather of the late Rear-Admiral John Sammaré Dumaresq.

Colonel Dumaresq served throughout the American War of Independence with the British Army, and for his services was rewarded by his three sons being educated at the Military College, which was then at Great Marlow, in Buckinghamshire, since removed to Sandhurst. On completing their course each son received a commission in the army. viz.—Henry Dumaresq, William John Dumaresq and Edward Dumaresq. There were also three daughters, the second, Elizabeth, being the wife of General Ralph Darling, Captain-General and Governor-in-Chief of New South Wales and its dependencies from December 10th, 1825, to October 21st, 1831.

These three all became associated with Australia, the eldest, Colonel Henry Dumaresq, we have seen, was appointed Private Secretary to the Governor, Lieutenant-General Ralph Darling (his brother-in-law), and by his support of the actions of the unpopular Governor, became himself involved in the controversies of that stirring time, and in the notorious Sudds and Thompson case. Dr. Wardell, an eminent barrister, and also editor of the newspaper *Australian*, so fiercely attacked the Governor that Colonel Dumaresq considered it his duty to challenge Wardell. They met, and several shots were exchanged, but no damage to either resulted.

The Press being bitterly opposed to Darling's rule, he attempted to gag it by the imposition of a stamp duty. Mr. L. N. Rose, M.A., in his paper "The Administration of Governor Darling," says that Chief Justice Forbes had "a shrewd suspicion that it was Colonel Dumaresq who suggested the imposition of stamp duties to the Governor as a method of silencing the opposition Press."

In June, 1827, Colonel Dumaresq went to England presumably to lay before the Secretary of State the Governor's views with regard to the Press controversies.

During his visit to England he married the elder daughter of the Hon. Augustus Richard Butler-Pawleys, and to them were born three sons and four daughters. The eldest son entered the Royal Navy and the youngest the Royal Engineers, but none of this branch of the family remained in Australia.

On his return to New South Wales he took up a pastoral life, first on the Hunter River, and later in the New England district, between Uralla and Armidale. He named his estate, which was of 100,000 acres in extent, Sammaré, thus associating that name with the Dumaresq's in this country, as it had been in the naval annals of England for the previous hundred years. On the retirement of Sir Edward Parry in 1834 from the Commissioner-ship of the Australian Agricultural Company, Colonel Dumaresq was appointed to the position. His occupancy however of it was brief, but successful, for his management met the approval of the directors in England. He died at Carrington in March, 1838, at the early age of 46 years. His name is commemorated by the Dumaresq River, Dumaresq Creek, which passes through Armidale, and Dumaresq Island, which is situated on the Manning River, the boundary of the A.A. Company's estate.

Captain William John Dumaresq, who was an officer of the Royal Staff Corps, which was a corps attached to the Quartermaster-General's Department, was on his arrival appointed to the charge of the Civil Engineers' Department, which he held for some time, during which period he married, his wife being a daughter of the Honourable Alexander Mackay, the Colonial Secretary. But a pastoral life appealing to him he took up a grant near Invercail, in the Hunter River district. This is in the county of Brisbane, which, together with the counties of Bligh and Hunter, he represented in the Legislative Council.

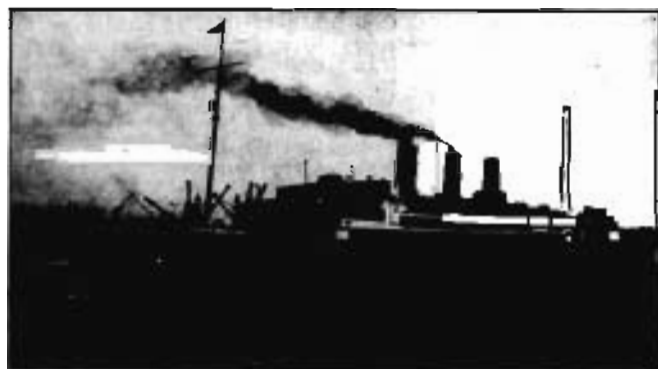
His town residence, if Rose Bay may be so termed, was at Tivoli, and while there in 1847 his name is associated with the building of St. Peter's Church at Watson's Bay, in which he took an active part.

In 1848 Alexander Mackay died at Tivoli, the result of a carriage accident.

Captain W. J. Dumaresq had a family of two sons and three daughters. The eldest son, William Alexander, was a B.A. of Cambridge, but he followed a pastoral life, being owner of the well-known station Furracabad, in the Glen Innes district. The second son, Alexander Mackay, entered the Army and was a captain in the 63rd Regiment, which later became the First Battalion Manchester Regiment. The only married daughter was the wife of the Hon. Louis Hoys, a grand-uncle of Australia's first Governor-General. The late officer commanding the Australian fleet, Rear-Admiral John Sammaré Dumaresq, was a son of

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NAVAL NOTES.

Rear-Admiral Sir Percy Grant, K.C.M.G., until recently First Naval Member of the Australian Navy Board, has been appointed Admiral-Superintendent of Portsmouth Dock Yard.

The following vessels on the active list of the Australian Navy are at present in port at Sydney: Flagship Melbourne, Sydney, Anzac, and Statwart.

Captain Danby, R.N., will assume command of H.M.A.S. Melbourne, in place of Captain Feakes, R.A.N., whose term of service has expired, and who is to proceed to England.

In our last issue we stated that H.M.A.S. Franklin was an ex-German. We were wrong. The vessel we had in mind was the "Una," formerly the German vessel Comet.

H.M.S. *Renevan* has been paid off into the reserve.



I've had the measles and the mumps
And other things like other chumps;
And when I catch a cold I'm sure
To have my Woods' Great Peppermint
Cure.

For Children's Hacking Cough,
Woods' Great Peppermint Cure.

William Alexander Dumaresq, of Furracabad, and it will be seen how the Saumarez family name has been associated with that of Dumaresq ashore and afloat for 120 years. Captain W. J. Dumaresq died in 1868, aged 76 years. The third son of Colonel John Dumaresq, and the younger brother of Colonel Henry and Captain William John Dumaresq, was Edward Dumaresq, who, obtaining a commission in the Royal Engineers, like his brothers, served in the Peninsular War. He arrived in the colony of Van Diemen's Land, as Tasmania was then named, in 1828, and was appointed Surveyor-General and Police Magistrate at New Norfolk by Governor Arthur. His residence was at Mount Ireh, Longford, where he died in April, 1906, aged 104. He had three sons and four daughters.

The Army List gives many other officers of other branches of the family.

The Dumaresq best known to Australians, himself a born Australian, is the late officer who so recently died at Manila, and who had endeared himself with Sydney people on the water-front, and they, in common with all, sympathise with his widow and his young family in their affliction and in the great loss they have sustained.

NEW PASSENGER STEAMER.

FIRST VISIT TO SYDNEY.

The liner *Diogenes* is the latest addition to the fleet of the Aberdeen line, which was founded as far back as 1825, and is the oldest shipping company trading between London and Australia. Together with her sister ship, the *Sophocles*, she has brought the fleet of the Aberdeen line to that stage where it will not need to build more new vessels for some time. Her cost was in the region of £900,000.

Built by Harland and Wolff, Ltd., at its Belfast yards, the *Diogenes* is a twin-screw steel steamer of 12,341 tons, with a sea speed of 14.5 knots. Her dimensions are:—Length, 500ft.; beam, 63ft.; and depth, 35ft. 3in. First-class accommodation is provided for 132 passengers, and 422 can be taken in the third-class. With a cruiser stern and large covered and open deck spaces the vessel has a graceful appearance, implying comfort, which an inspection of the vessel reveals, has been studied at every point. Special attention has been given to her qualities as a carrier of Australian produce. She is equipped with six holds, with electrically-driven cargo handling gear of the latest type, and refrigerated space amounts to 305,184 cubic feet.

Sir H. Rider Haggard, the celebrated author and traveller, addressing the Norwich Rotary Club recently (as reported by the *Overseas Daily Mail*) said: "People had an idea, etc., the West was going out for ever, but could we be quite so sure of it? Those who had studied and knew the East, its enormous power of reproduction and its simple habits of life on the land, knew that it contained an enormous potential power which must one day break out. Whether it could be curbed he did not know, but he had grave doubts. He should never forget his friend, the late Theodore Roosevelt, with regard to Japan saying, 'Look after your Australia; it will be the first place to go.' If once Japan secured the control of China the outlook for the Western World would be very cloudy."

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THE BEST

Navy League, London.

(Every member of the League is strongly urged to read
the following addresses.—Ed., N. L. J.)

WRITING to the Editor, from London, Mr.
Kelso King, refers to a meeting held at
the residence of the Duchess of Somerset
in connection with the launching of the Endow-
ment Fund Appeal of the Navy League.

Many distinguished people were present, includ-
ing the late President of the Navy League, the
Duke of Somerset; the new President, the Duke
of Sutherland; Sir Cyril Cobb, M.P., Chairman of
the Executive, Admiral Tufnell, and many others.

"I was privileged," writes Mr. King, "to hear
very able men speak on the work of the League."
We take this opportunity of placing before our
readers the considered statements of these "very
able men."

DUKE OF SUTHERLAND: . . . I shall not
go at length into the work of the Navy League.
No doubt the Chairman will tell you about that.
But, in accordance with the statement issued to
the Press under the Chairman's name and my own
we must guard against any tendency to exaggerate
the idea that the Navy is no longer required
because the War is over. To keep alight the light
of the Navy League we are going to issue a great
appeal for financial help on a large scale, amongst
our friends overseas, and in every way, directly or
indirectly. I know this is a difficult time to raise
money. The hospitals are appealing for money
for their worthy cause. We must not be too
ambitious and expect to get it all at once.

It has given me the greatest pleasure to address
you and I shall always do my best to help the
Navy League, in succeeding the much respected
late President, the Duke of Somerset.

SIR CYRIL COBB (Chairman): . . . We cannot
hide from ourselves the fact that in connection with
any movement that has for its object the well-being
of the Navy League and the preservation of its sphere
of usefulness, the question is often asked: "What
is the good of the Navy League now?" Those
who ask this question do not attempt to deny that
at various times it had been necessary for the
League to lay stress on one particular point, e.g.,
the two-power standard; nor would they hesitate
to express their high appreciation of all that was
done by the League in the past. But now that the
great menace then existing has been removed, it
appears to these good people that the League, its
labours ended, may very properly fade honourably
away into past history. In reply it may be pointed
out that the principles of the Navy League go a
great deal deeper than any particular application
of them; that it exists for the purpose of rendering
the greatest service of which it is capable to the
British Empire. So long as that Empire lasts

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nothing can alter its geographical and economic
conditions as between the Mother Country and its
daughter States. These relationships are at least
as important as the political and diplomatic relation-
ships between ourselves and the other nations of
the world. For their preservation and for the
preservation of those trade routes which establish
the material bond between us and our Empire
overseas, and which form the great arteries through
which pulses the life blood of the nation, the main-
tenance of a Navy of the requisite standard of
strength dominates, or ought to dominate all other
considerations in the scheme of national existence.
And to bring home to every person in the British
Empire the importance of this fact is one of the first
objects of the Navy League. It may well be asked,
therefore, why any who have at heart the welfare
and solidity of our far-flung Empire can doubt the
usefulness of any organisation such as the Navy
League, based on the principles which I have
enunciated. It is perhaps easy to understand the
attitude of those people who, regarding the League
as mainly concerned with the doctrine of naval
competition, desire now to sever their connection
with it in view of the situation now existing between
the nations of the earth as a result of the Washing-
ton Conference. But it is difficult, indeed, to
understand how those who regard the British
Empire as the greatest factor in world history which
in the future will make for a real League of Nations
can do otherwise than support with all their might
the Navy League, whose fundamental principle of
National and Imperial policy is the maintenance
of a sure shield for the preservation of that Empire.

Our object, therefore, must be to bring forward
all the activities of the League without forgetting
any of the particular points upon which it has laid
special stress from time to time. We want to
re-establish it on a firm basis as a Voluntary
Patriotic Association for British Peoples. We owe
this duty to the past. Everyone agrees that naval
strength has opened the gates of the sea and given
us the keys of the world. It is the knowledge of
the past that helps us to appreciate present needs
and opportunities. Citizens of the Empire, young
and old alike, must be taught that it is the Navy
whereon under the good Providence of God, the
wealth, safety and strength of the Kingdom chiefly
depend. It must be our duty to teach the history,
spirit and traditions of the Sea Services (Royal
Navy and Mercantile Marine) in all schools and
elsewhere by such means as may be deemed most
expedient. We must maintain and develop the
Sea Cadet Corps and Training Ship movement for
the security of our commerce, industry and trade,
and for keeping before the non-British world in all
seas the fact that we do not relax one inch of our
watchfulness. It is only in realisation of the present
that we can guard against the possibilities of the
future. New conditions have arisen—the League
of Nations has been formed and the result of its

efforts remains to be seen, but in the meanwhile nothing must be left undone that would jeopardise our security in the event of any unforeseen future contingency. A new factor, too, has arisen in the Air Service. It must be our duty, therefore, to watch the development of the Air Force with a view to ensuring the proper co-ordination between naval and air strength in carrying out the aims of the League. We must set ourselves to press home upon all British people that here in England we need the essential link of Sea Service with the Empire, which in the past has made us feel at home that we are one people alike in prosperity as in adversity. And outside this island they need to feel that that link is sacred and unbreakable and that they, too, are ever in touch through the Mother Country with the whole British people. The better to effect this we have this splendid organisation, existing throughout the world, ready to our hand. The Navy League is the best bit of machinery we can possibly have for knitting together the peoples of the Empire. It has done so in the past; it is still here to be used in the present; for the future it depends upon us whether we have the strength, the courage and the resource to use it.

Mr. DUNNICK (Hon. Treasurer): In speaking this afternoon upon the Endowment Fund Appeal for the Navy League, for which the objective is set at £100,000, it is but fitting that you should be informed as to the reasons why this fund is being raised, and the necessity for such a step being taken.

The Navy League, like many other patriotic societies, has suffered in its support during the strenuous years through which it has passed—and, indeed, is now passing. Its financial resources are derived from members' subscriptions and from donations, which for some time past have not been sufficient to meet the current expenses of management.

These deficits have been met by the generosity of its retiring President, the Duke of Somerset, and, I may add, of the Duchess of Somerset, whose untiring efforts have ever been at the service of the League. The deficit has also been met by members of the Executive Committee of the League and also by the retiring Chairman of the Executive Committee, Mr. Briscoe Tritton, to whom the Navy League owes much for his untiring energy and generous financial support, which was at all times forthcoming.

There is responsible work for the League to do, and its gravity and urgency I hope to make clear to you in a few minutes of digression before I come to the subject matter, of the Appeal itself.

What are the influences which may be recognised as a menace to our country—and by whom inspired?

In the British Isles we have two different groups of people, teaching similar doctrines from opposite motives, which are both destructive, for they strike at the very root of our faith, which abides in the consciousness of our people—Love of Country.

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The first of these groups are the voluntary exiles from Europe and elsewhere who, banded together, may be found putting forward Communistic and International doctrines. Let us not say that these people are of recent origin amongst us, for they are our harvest of sentimental folly.

The theory that England was ever the place of refuge for the politically persecuted peoples of Europe, has led to our receiving all and sundry for years, offering them a peaceable home in our lands. To say that England is a refuge for the persecuted of other nations is one thing, but to have allowed our laws to be so elastic as to welcome foreigners wholesale to make their homes here is another; yet, that's our mistake, and we have a harvest in the reaping of enemy aliens, who as patriots to the land they serve, exile themselves here, and give a life of service to their country, which is founded in a hatred of England.

These people hate everything English. They hate our religion, they hate our evidence of power, they hate our being mistress of the sea, they hate our having Dominions and Colonies, they hate the fact of our Empire. England must be destroyed! To them that is their Gospel.

Some cleverer mind than theirs are teaching these exiled patriots that the best way to accomplish the destruction of the British Empire is to stop her heart beating, the patriotic heart of England. Destroy the sense of patriotism, then you destroy—love of country, love of tradition.

These enemy aliens have a psychology of their own, and it is by it that they achieve. Destroy from within is their plan of operation. English children are their material—boys and girls born into families which form the English Nation. Sons and daughters whose forebears have died and suffered for the love of England! These children, who have a heritage and a right in the expectancy of such being handed down to them. These English children unable in the tender years of childhood to realise their heritage of national greatness, of which their lives would realise the benefits. These English children are their prey! Here it is they plunder. Not only are the children being taught the positive doctrines in the separate schools provided for their education by these aliens on Sundays, but these Communist Internationals know a still better way. Through the franchise their combined vote can elect men of their own views—and we see these aliens obsessed by a hatred of England and the Empire, sitting as representatives in our elective schools councils.

These people have been enabled to control the vote in the duly elected and responsible bodies. And to-day we may find by-laws and regulations laid down to the effect that the history of the British Navy shall not be taught in those day schools of England. Resolutions passed to this effect are in force in many leading towns in the North of England, the Midlands and the Western Counties.

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A lecturer of the Navy League is not allowed to lecture to the school children of England in these towns on the history of England's Navy; not allowed to give voice to patriotic sentiments, not allowed to teach the fact that the British Empire is the greatest Empire that the world has ever seen.

To make use of the word "Imperialism" would be regarded as a dire offence against the sensibilities of the children. In many schools of England, if a boy gives voice to an expression of love of country or patriotism, it is sufficient to occasion a school fight in consequence. Has not this sort of thing gone too far? It comes to a very serious pass when our school children are denied by elected foreigners and others of their kind the right to learn of the greatness of England—to learn of the importance of our great Empire. Whilst a continuous stream of these undesirable people have found asylums here to our undoing, as I have tried to point out, there have left the western shores of England, staunch, loyal, patriotic families going westward to found new homes across the seas! Such men of our race, who take with them a love of their native land as is impossible for any to understand save those whose lot it is to experience it. It is this love of the old country, this bubbling pride of race that has been their sheet anchor in a new land. They have felt the traditions of their fathers. They too have played the game! This particular love of the old country has proven a tonic of soul to them in their new surroundings, and has given to these lovers of England their moral victory. And to such is due the continuance of our Empire Dominions overseas. These men have taken the love of England with them, and planted the proud seeds of Empire, which continually come to life, take root, and the flourishing Dominions are a witness to the sacrifice and service of these patriotic lovable men. But the enemy exiled alien in England has taken his place, and is polluting the clear font of patriotism of the generations to follow. Are the generations to come to take with them no patriotic love of England as their fathers have done? No Imperial aspirations? No Empire consciousness? Englishman in name alone, devoid of a consciousness of their own country's greatness? Small-visioned men, incapable of patriotic loyalties, incapable of love and sacrifice, service and unselfishness, because in their childhood and youth their consciousness of these spiritual, patriotic love-impelling forces have been by enemy alien teachers and others denied them? And denied them in the country of their birth, in England, the cradle of the British Empire.

Destroy patriotism, destroy Empire consciousness in our children and the Empire is destroyed. Other nations are teaching their children that the unpeopled Dominions of Great Britain are the fruitful vineyards for their taking, and will, by means of peaceful penetration or by our unpreparedness on the seas, one day rob us of our



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Empire. Will there be found loyal hearts sufficient in the generations to come to stay the hands of our destroyers? This is our responsibility. This is the enemy alien group whose teaching and existence amongst us is a menace to our Empire. This is the enemy actuated as I have tried to show you by a hatred of England.

But what of the other group? In the second group one may class the visionary idealistic imaginative people, some of them of strong religious bias, trying to express nationally the doctrines which apparently are dear to them in the conduct of their daily affairs. These people teach similar doctrines and use the same arguments; the spirit actuating the one group being the direct opposite of the spirit actuating the other. The one group is actuated by a hatred of England and a determination to destroy her, the other group is actuated by a love for an ideal. Their desires are beyond any considerations of their Empire. It is their cause which is seriously regarded as a spiritual aspiration, a goal to be won at all costs—even at the cost of the Empire itself.

But I would point out that the results are destructive alike from either camp. To such may it be said, and said kindly, that they are adventurous experimenters. Their experiments can find no new solvent. The solid substance of Empire is too precious a metal to be tampered with.

Such is my answer to the questions as to what influence are a menace to the safety of our Empire.

These two groups of people are anti-naval, anti-patriotic, and upon their activities "Keep Watch."

The second question. What of our naval situation and of public opinion in regard to it? The popular opinion of the general public is that the Washington Conference has relieved us of any further consideration of the maintenance of our sea forces, since an agreement has been reached by the Four-Power Pact, whereby a naval holiday is to be indulged in for the next few years in so far as the building of capital ships is concerned. Popular opinion has not been well informed as to the why of the Washington Conference. Certain it is that the conclusions reached are more or less regarded as something totally different from what they really are. The peace era party are making the unfair most of it.

Why has the man in the street, the general public in times gone by enjoyed a sense of security, to the extent that he has not had to worry? Because England was secure: The British Fleet was predominant. This has induced a long-established habit of mind, which has placed him above caring because of an abiding sense that the powers that be could be trusted. To-day we are conscious and must admit that popular opinion is not very keen in support of a strong fleet. This popular opinion must be corrected. The popular conscience must be awakened. The two facts of the case must be honestly and fearlessly presented in order that a

Continued on page 20.



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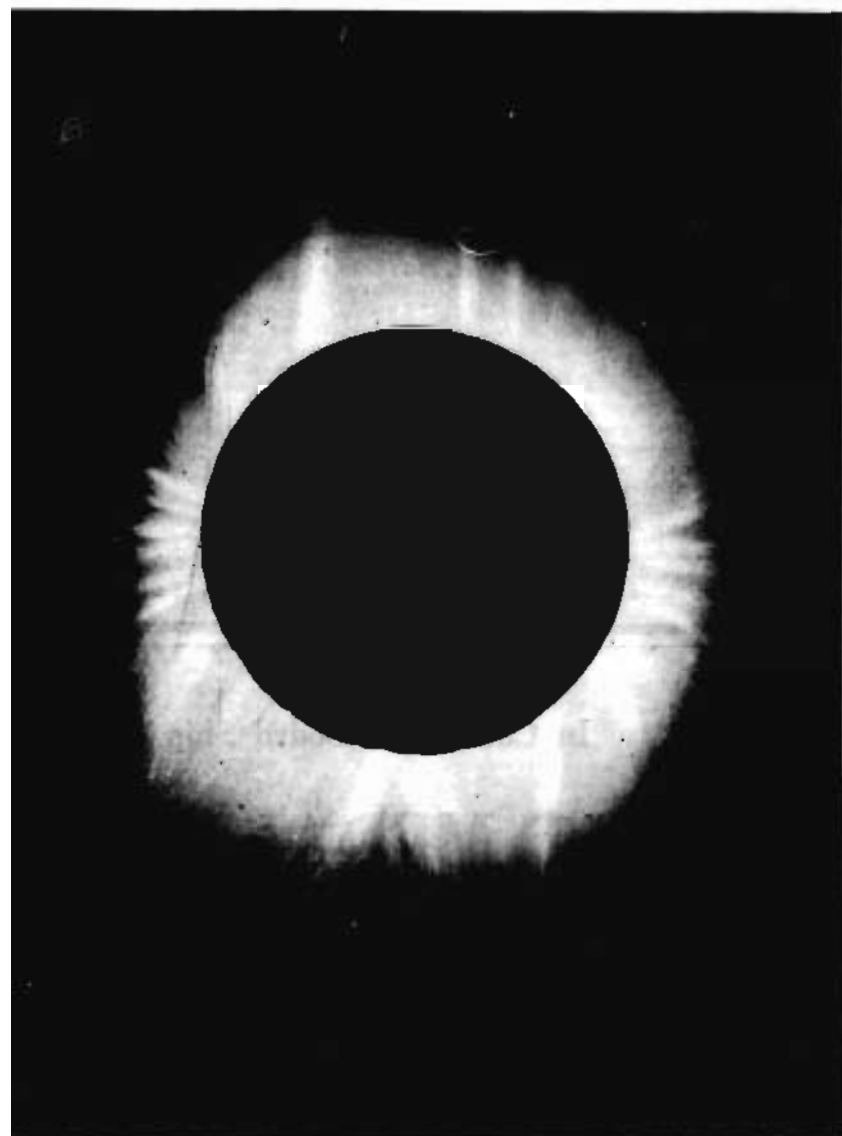
SOME OF THE RICHMOND (N.S.W.) BOYS WHO HAVE DONNED
THE NAVY LEAGUE UNIFORM.

THE 117th Anniversary of Trafalgar (Nelson Day) will be celebrated at the Royal Naval House, Grosvenor St., Sydney, on the 21st of this month. Navy Leaguers, cadets and friends are cordially invited to attend at 7.45 p.m. Short address will be given. Inspiring music. Admission free.

The Royal Sydney Yacht Squadron has very kindly offered a splendid Trophy to the League. Boat's crews chosen from the various units of our Sea Cadets will compete annually. The first race

is scheduled to take place under the auspices of the R.S.Y.S. on the afternoon of 28th October.

We are gratified with the many good reports concerning the progress made by many of the Petty Officers and Cadets of the various units. The reports on the work of C.P.O. L. Vincent, of North Sydney Unit, are particularly encouraging. Notwithstanding the fact that neither officers, petty officers, nor cadets receive a penny piece for attending drills, which are entirely voluntary, they turn up "heads" every time.



Courtesy Sydney Mail.

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Balmain Corps.**WATCHWORDS.**GODLINESS.
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SEPT. 1922.
2nd Finishing Cutter.
6th Wireless Telegraphy.
7th Knotting, Splicing, Physical Exercises, Semaphore, Squad Drill, Wireless.
9th Away Boats.
13th Wireless Telegraphy.
14th Drill Hall engaged. Route march cancelled owing to weather.
16th Visit to Richmond Unit.
20th Wireless Telegraphy.
21st Knotting, Splicing, Physical Exercises, Semaphore, Squad Drill, Compass.
23rd Cutter Drill abandoned owing to threatening weather.
27th Wireless Telegraphy.
28th Knotting, Splicing, Physical Exercises, Semaphore, Squad Drill.
30th Away Boats.

NEW ENTRIES—B. Massey, H. Griffiths, L. Chandler, F. Edmiston, E. Wade, M. Wade, F. Humphrey, L. Melrose.

Drummoyne Corps.

Officer-in Charge: Mr. A. Mellor, late R.A.N.

NEW ENTRIES—B. McClure, E. Flowerdew, F. Davis, W. Amott, R. Atholwood, P. Willett, D. Cooksey, R. Lewis, E. Fisher and H. Lynch.

DISCHARGES—A. Spalding (own request), L. Rassmussen, H. Southcombe (non-attendance), D. Coulter (insubordinate).

PROMOTIONS—Petty Officer F. Cooksey to Chief Petty Officer (Act.).

SWIMMING—Swimming Parades will be held at the Drummoyne Baths every Saturday morning, every cadet must endeavour to attend. Cadets are advised when purchasing swimming costumes for the forthcoming season, to get a Sill's one piece and a pair of white "V's." The above, besides being the N.S.W. Swimming Association's regulations, are also the Corps colours, blue and white, serving a double purpose.

Mr. Murdo McDonald, late R.A.N., 1st Officer, has resigned from the Corps. It is with regret that we lose the above officer, who gave much of his time and service to the Sea Cadet Movement.

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Saturday, 9th September, Mr. and Mrs. H. Shelley entertained 75 cadets and officers of the Corps at their property near the Parramatta River. On the spacious lawn on the river bank sports were carried out, resulting:—

Pillow Fighting (Senior)—Cadet G. Durrell (winner); Cadet W. May (runner-up).

Pillow Fighting (Junior)—Cadet J. Nichols (winner); Cadet A. Meryman (runner-up).

High Jump (Senior)—Petty Officer F. Cooksey, 4ft. 6in.

High Jump (Junior)—Ldg. Sig. L. Hinchcliffe, 3ft. 6in.

Rescue Race (Team of Three)—Cadets Duggan, Horn and Meryman.

Officers Pillow Fight—Won by Mr. A. Otter.

Tug-of-War (Eight cadets and one officer)—Mr. M. Macdonald's team beat Mr. A. Mellor's;

Mr. G. Wallace's team beat Mr. A. Otter's;

Final—Mr. M. Macdonald's team beat Mr. G. Wallace's.

After spending an afternoon devoted to most enjoyable sport, Mr. and Mrs. Shelley provided their numerous guests with a plenteous of much appreciated refreshments and in this event every cadet was a prize winner. During the presentation

of prizes to the winners of the various sports events Mr. Shelley said he was very pleased with the behaviour of the lads and glad to note their keenness for healthy sport. Before leaving for home the cadets gave three hearty cheers for Mrs. and Mr. Shelley.

Many Ldg. Sea Cadets and Petty Officers have spent the most of their school holidays in a method combining pleasure and instructions, by spending their time at the wheel of either harbour tugs or motor launch. The gentlemen who kindly make the above possible report very favourably on the excellent progress made.

From Saturday, the 30th September, a three days' camp was held by this Corps. Sixty-five cadets from Drummoyne, under Mr. A. Mellor, Senr. Officer, N.I.S.C. Corps, assisted by Messrs. A. Otter and G. Wallace, took part.

We are hopeful of securing a most suitable Depot site on the Parramatta River, close to the Gladsville Bridge. This will be a much needed want, and a snug Depot, that can be fitted out with a signal mast and cutter davits as required. With the willing help of cadets and officers a Depot that will be a credit to Drummoyne will eventuate.

North Sydney Corps.

NEW ENTRIES—F. Shea, C. Moody, S. Beesley, W. Stanley, W. Adamson, W. Hinder, J. Hinder and H. Evans.

PROMOTIONS—Sea Cadets C. Wallis and C. Clayton to be Leading Sea Cadets (acting).

DISCHARGES—C.P.O. R. Farleton (own request); Cadet C. Stone (own request); Cadets J. Dryden, A. Jones and H. Chatfield (non-attendance).

It is expected that the cutter for this unit will be made available in a few days. We are very grateful to Messrs J. H. Eaton Ltd., Timber Merchants, for promising to provide suitable accommodation for it at their premises at Berry's Bay.

Excellent progress is being made by the cadets. All the boys tackle their duties with a zest savouring of the football field, and it is this keenness that will ultimately place them in the van of cadet units.

DRUMMOYNE CORPS

CONTINUED.

Cutters' crews are making satisfactory progress, the junior company "B" Coy., although boat pulling is not included in their training, the practice of allowing them to double bank the oars is a good one, it inspires confidence. The younger lads quickly familiarise themselves with the details of boat management.

Captain T. J. Robson kindly placed his launch at the officers of the Corps disposal on Saturday, the 23rd September, for the purpose of selecting a camping site at Killarney. For this and many other kindly acts we proffer our thanks to the Captain.

At the invitation of the Richmond Corps sixty-five cadets, under the charge of Mr. A. Mellor, visited Richmond on 16th September, the lads thoroughly enjoying the trip, many being successful in the sports.

Richmond Corps.

Officer-in-Charge: Mr. R. H. Wade.

On the invitation of the Officer-in-Charge, Mr. R. H. Wade, cadets from Drummoynae, Balmain and North Sydney journeyed to Richmond on the 16th of September and with the local cadets participated in a most enjoyable day's sport. During the afternoon, Mr. Bruce Walker, M.L.A., on behalf of the residents of Richmond, presented a very handsome Union Jack to the Officers and Cadets of the local unit. Mr. Walker was supported by Mr. B. E. Sullivan (Mayor); Mr. Fitzsimmons, M.L.A., Messrs. A. P. Biddel, Devlin, Wade, Mellor and the Rev. Mr. Dillon.

The winners of the sports events were as follows:
Tug-of-War: Won by Richmond Unit.

Foot Races: $\frac{1}{4}$ -mile (Seniors)—P.O. Cooksey (Drummoynae), 1.

$\frac{1}{4}$ -mile (Juniors)—Cadet G. Driscoll (Drummoynae), 1.

$\frac{1}{4}$ -mile Relay (4 Teams)—Drummoynae Team (Duggan, Miller, Roberts and Cooksey), 1.

100 yards (Juniors)—Cadet Leslie (North Sydney), 1.

100 yards (Seniors)—F. Roberts (Drummoynae), 1.

100 yards Handicap—Cadet N. Duggan (Drummoynae), 1.

100 yards Handicap (Juniors)—Cadet Stanford (Richmond), 1.

Wheelbarrow Race: Cadets Buchanan and Trim (Drummoynae), 1. Cadets Leslie and Dads-well (North Sydney), 2.

Three-Legged Race: Cadets Bedford and Stanford (Richmond), 1. Cadets Buchanan and Trim (Drummoynae), 2.

Potato Race: Cadet Collins (Richmond), 1.

Sack Race: Cadet J. Bedford (Richmond), 1.

At the conclusion of the Sports the combined cadets to the number of 150 mustered in the Drill Hall where an excellent tea, provided by the ladies of Richmond, was awaiting them. In addition to the cadets a number of officers were present including Messrs. A. Mellor, R. H. Wade, W. H. Ray, P. Macdonald, G. Stephen and C.P.O. L. Vincent.

After reading the Journal please pass it on to a friend and ask him to become a subscriber.

Owing to pressure on our space several items are held over to next issue.

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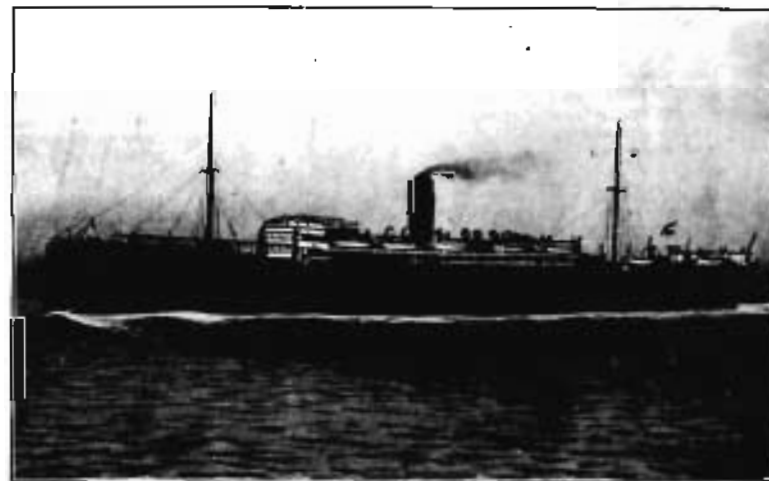
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proper conception may be formed with regard to them.

All patriotic societies have their responsibility with regard to the educating of public opinion. The British Empire was never so insecure in the two thousand years of her island history as she is to-day. Plain speaking and clear thinking in all that affects the security of our Empire has never been so necessary as it is to-day.

Within the limits of the Washington Agreement there is need, urgent need, for England and the Empire to do its duty, and to do it quickly. Are we safe, in respect to our proper complement of light cruisers and similar craft? That is for the advisers of the Admiralty to tell us, yet from the Navy League's point of view, with its motto "Keep Watch," it seems, like so many of us, certain things happening. Do we wonder at our rich Dominions in the Pacific regarding with terror the warlike preparations of a neighbouring power? Who is it that will not appreciate the responsible work of the Navy League to keep watch and urge the Government to take action?

£100,000 as an Endowment Fund is a small premium to insure safety in the confidence that some one is "Keeping Watch" and creating a patriotic public opinion. The British and Empire Navies must be in a position to hold the balance

of sea power, at least in order to discourage and to make war an impossibility. England can be trusted as in the past, to avoid war and save the world from another misery. But only so far as we have the sea power, can we back up our demand for an era of peace.

Not by a reduction of armaments, but by a complete naval strength can this be done. The pernicious doctrines being advanced in respect of disarmament, if achieved, will bring on a still greater Armageddon than that which rocked the world from 1914-1918, or will compel Great Britain to hand over her Colonies and sacrifice her Dominions as the price of an ignoble peace. Shall England pursue a policy of giving up her territories as evidence of a great example in the pursuit of peace.

There must be no economic outcry to befuddle us. From any further economy programme the Navy must be excluded. The Navy has suffered by recent "cuts" until the very bone and sinew of our chief defence are laid bare. Our Navy is stricken though strong of constitution. She is in need of a physician. The diagnosis is clear and the remedy is to build her up, so that against the time of our Empire strain, and a menacing danger, the Navy will be of such renewed and complete strength as to demand peace. It is only the strong who are able to dictate terms. Is some other sea power to

replace England in her policing of the seas? We say, proudly, "Never!" But let us look to the lacing of our armour (a Japanese proverb). "Keep Watch."

To-day England is not strong enough in the Pacific. It is her duty to be dominant there for the safety and security of her continent people, and preserve the trade routes which are the life of our islands. Public opinion on these vital necessities must be educated. The consciences of our people need stirring. We must have a complete protective fleet for defence, not defiance; to ensure peace, not to make war. Only in the hands of the British Fleet can so grave a responsibility be entrusted. Should England be replaced as mistress of the seas it would occasion the loss of our Empire and be disastrous to the world. It is unthinkable.

In respect of aero armaments—this forms an important part of the Navy League's programme and policy. The Navy is incomplete if she is denied a full complement of aeroplanes and sea-planes; hence the need to urge the Government to revive the aeroplane industry throughout the

country. England was mistress of the air at the close of the War. Other nations have replaced her. The expert mechanics made proficient during the years of the War, and attained a knowledge of their handicraft and a skill which are a valuable asset to their country. Most of these men are to-day to be found scattered among the two millions of England's unemployed. This is a prodigal instance of our possession of power, but our particular business as a Navy League is to see that the ships of our Navy are not shorn of the more important arm, the aeroplane, for they are the eyes of the Navy. We dare not send a blind fleet to sea. Give the fleet this long-sighted complement to its equipment—the aeroplane.

All communications for insertion in the Journal should be addressed to the Editor, NAVY LEAGUE JOURNAL, Royal Naval House, Grosvenor Street, Sydney.

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Murrumbidgee	Winn River
Murray	Woolongong
Myall River	Woolgoolah

Definitions of Sea Terms, taken from Doane's Book on "Seamanship."

WITH ACKNOWLEDGMENTS.

ABACK—The position of the sails when the wind presses their surface toward the mast, tending to force the vessel astern.

ABAFT—Toward the stern.

ABEAM—On the side of the vessel, amidship, or at right angles.

ABOARD—Within, on board the vessel.

ABOUT—To go on the opposite tack.

ABREAST—Alongside of. Side by side.

ADRIFT—Broken from moorings or fasts.

AFLOAT—Resting on the surface of the water.

AFT—Near the stern.

AGROUND—Touching the bottom.

AHEAD—In the direction of the vessel's bow. Wind ahead is from the direction toward which the vessel's head points.

ALERT—When the helm is in the opposite direction from that in which the wind blows.

ALL-ABACK—When all the sails are aback.

ALL HANDS—The entire crew.

ALL IN THE WIND—When all the sails are shaking.

ALOFT—Above the deck.

AMIDSHIPS—In the centre of the vessel: either with reference to her length or to her breadth.

APPEAK—When the vessel is hove to so as to bring the vessel over her anchor.

ARM—YARD ARM—The extremity of a yard.

ARMING—A piece of tallow put in the cavity of a lead.

ASTER—In the direction of the stern. The opposite of ahead.

ATHWART—Across.

ATHWART SHIPS—Across the length of a vessel. The opposite to fore and aft.

ATRIP—The position of the anchor when it is raised clear of the ground.

AVAST—To stop. "Avast heaving!"

AWEIGH—The same as atrip.

AWNING—A covering of canvas over a vessel's deck, or over a boat, to keep off sun and rain.

AYE—Yes; and is always used in lieu therefore at sea as "Aye, aye, sir," meaning "I understand."

BACK—To back an anchor, is to carry out a smaller one ahead of the one by which the vessel rides, to take off some of the strain.

To back a sail is to throw it aloft.

To back and fill is to alternately back and fill the sails.

BACKSTAYS—Rigging running from the masthead to the vessel's side, slanting a little aft.

BALE—To bale a boat is to throw water out of her.

BALLOAST—Heavy material, as iron, lead, or stone, placed in the bottom of the hold to keep a vessel steady.

BANK—A boat is double-banked when two oars, one opposite the other, are pulled by men seated on the same thwart.

BAR—A bank or shoal. Captain bars are heavy pieces of wood by which the captain is worked.

BAKE POLES—The condition of a vessel when she has no sail set.

BARK, OR BARQUE—A three-masted vessel having her fore and main masts rigged like a ship's, and her mizzen mast like the mainmast of a schooner, with a spunker and gaff topsail.

BARNACLE—Shell fish often found on a vessel's bottom.

BATTENS—Thin strips of wood put around the hatch to keep the tarpaulin down. Also put upon rigging to keep it from chafing.

Battens are often used on yachts on the leech of a mainsail to make it set flat.

BEACON—A post or buoy placed on a shoal or bank to warn vessels of danger. Also a signalmark on land.

BEAMS—Strong pieces of timber stretching across the vessel to support the decks.

On the weather or lee beam, is in a direction to windward or leeward, at right angles with the keel.

On beam-ends. The situation of a vessel when turned over so that her beams are inclined toward the vertical.

BEAR—An object "bears" so and so when it is in such direction from the person looking.

To bear down upon a vessel, is to approach her from the windward.

To bear a hand. To hurry.

BEARING—The direction of an object from the person looking.

BEATING—Going toward the direction of the wind, by tacks.

BECALM—To intercept the wind. A vessel to windward is said to becalm another. So one sail becalms another to leeward of it.

BECKET—A piece of rope placed so as to confine a spar or another rope.

A handle made of rope, in the form of a half circle.

BELAY—To make a rope fast; but not hitch or tie it.

BELAYING PINS—Moveable pins placed in pinrails on which to belay running gear.

BEND—To make fast. Bend a sail is to put it on a yarn, gaff on boom. Bend a cable, make it fast to anchor; bend, the knot with which one rope is made fast to another.

BETWEEN DECKS—More commonly "tween decks." Any space between two decks of a ship. In our new cargo carriers the first subsidiary deck below the main deck.

BIBLE—A large holystone.

BIGHT—The doubled part of a rope.

BILGE—That part of a ship on which she would rest, besides the keel, if aground; also the part of the ship's interior over the bilge.

Bilgewater is the drainage within the bilge; bilged, a ship resting on its bilge; bilged, largest way around of a cask.

BILL—End of the fluke of an anchor.

BILLBOARD—Iron plate in deck on which the bill of an anchor rests.

BINNACLE—Standing box or frame in which is placed the compass.

BITTS—Upright timbers running through the deck on which hawsers and other lines are secured.

BLADE—Flat end of oar that enters water.

BLOCK—Laid term is pulley. Round, box-like, wooden or metal frame with a wheel within, through which ropes run.

BOARD—Course of a vessel on one tack.

Stemboard, when a vessel is going astern. By the board, when the ship's mast falls over side.

BOAT-HOOK—Staff with iron hook at one end, for holding small boats to wharves or ship's sides.

BOATSWAIN (pronounced bosun)—Corresponds in rank to a foreman. Is of the crew and their boss, yet not an officer of the ship. Respect his word and jump to obey it.

BOBSTAYS—Standing-rigging running from bowsprit to cutwater or stem.

HOLLARD—Upright post, sometimes a cannon, half sunk in ground, used for mooring lines. Sometimes called "dolphin" (Navy).

BOLTROPE—Outer edge of sail to which canvas proper is sewed.

BONNET—Extra bit of canvas laced to foot of jib.
BOOBY HATCH—Small raised hatchway.
BOOM—Spar used to extend foot of a fore and aft sail.
BOTTOMRY—Marine law term meaning mortgaging of vessel.
BOW—Rounded part of a vessel forward.
BOWER—Working anchor. Best bower, larger of the two.
BOWSPRIT—Heavy spar rigged from bow of vessel carrying the headstays.
BOX—The compass; to name all its points; to haul out, to wear a vessel about by tacking the head sails.
BRACE—Rope used to swing a yard about.
BRAILS—Ropes used to furl the spanker or spencer.
BRAKE—Handle of ship's pump.
BREAK—To break ground is to trip the anchor; to break cargo is to breach or open vessel's freight.
BREAKER—Keg for drinking water used in small boats.
BREAKERS—Waves beating on shore.
BREAST ROPE—Line passed around man who heaves the lead.
BRIG—Square-rigged vessel with two masts.
BRIGANTINE OR HERMOPHRODITE BRIG is square-rigged on foremast; fore and aft rigged on main; this is rarely seen.
BRING TO—Throwing a vessel up into the wind.
BROADEN—To open a cask or box.
BROADEN UP—To swing a vessel running before the wind broadside to wind or at right angles to course. A most dangerous thing if the sea be heavy.
BROADSIDE—Side of a vessel.
BROW—Navy term for gangway, portable wooden bridge connecting ship with shore.
BULK—The whole cargo when stowed.
 Stowed in bulk is when goods are stowed loose, instead of being stowed in casks or bags.
BULKHEAD—Strong partitions in the hold of a vessel at regular lengths, to prevent water filling all parts of the vessel.
BULL—A sailor's term for a small keg, holding a gallon or two.
BULL'S EYE—A small piece of stout wood with a hole in the centre for a stay or rope to pass through, without a sheave, and with a groove round it for the stay, which is usually of iron. Also a piece of thick glass inserted in the deck to let in light.
BULWARKS—Woodwork around a vessel above decks.
BUNK—Bed on board ship.
BUNT—The middle of a sail.
BUNTING—Thin woollen stuff of which flags are made.
BUNTINES—Ropes used for hauling up the body of a sail.
BUOY—A floating cask or, piece of wood, attached by a rope to an anchor, to show its position. Also used to mark channels, wrecks, etc.
BURGE—A small swallowtail flag.
BUSH—The centre-piece of a wooden sheave in a block.
BUTT—The end of a plank where it unites with the end of another.
 Scuttle-butt, a cask with a hole cut in its bulge, and kept on deck to hold drinking water.
BY THE HEAD—When the head of a vessel is lower in the water than her stern. If her stern is lower, she is "by the stern."
CABLE—A large, strong rope, made fast to the anchor, by which the vessel is secured. A cable is usually 120 fathoms long.
CALL—Box's whistle used for piping orders.
CANVAS—Sailcloth; strength indicated by numbers 0 to 9. That numbered 0 is the heaviest. Also is used to mean: sail ship may be carrying.
CAP—Heavy wooden block that forms connecting link of mast with one above it.
CAPSIZE—Upset; over turn.
CAPSTAN—Machine for hoisting anchor.

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CAREEN—Heave a vessel on her side.
CARRY AWAY—Break a spar or rope.
CARRY ON—To crack on all sail possible.
CAT—Tackle used to hoist anchor toward deck.
CATHEAD—Projection forward to which anchor is first hoisted before being taken aboard.
CATSPAW—Light air, name of a knot.
CAULK—Filling vessel's seams with oakum.
CAULKING MAT—Any canvas or other cloth on which a man takes a nap on deck.
CEILING—Inner sheathing of vessel.
CHAINS—Iron plates bolted to ships sides on which standing rigging is set up. Rigger chains, lead from rudder head to tiller ropes.
CHANNEL—Broad planks bolted to outside of vessel to spread lower rigging.
CHECK—Stop or impede, usually a vessel's motion.
CHIME—The ends of the staves of a cask.
CHIPS—Nickname for ship's carpenter.
CHOCKS—Wedges used to secure anything with, or to rest upon. The long, flat rests upon two chocks, when it is stowed. Chock-a-block. When the lower block of a tackle is run close up to the upper one, so that you can hoist no higher.
CLAMPS—Thick planks on the outside of vessels, to support the ends of beams.
CLAWING OFF—To work off close hauled from lee shore.
CLEAT—A piece of wood used to belay ropes.
CLEW—The lower corner of square sails, and the after corner of fore and aft sails.
CLEWLINE—A rope that hauls up the clew of a square sail.
CLINCH—A half hitch, stopped to its own part.
CLOSE HAULED—When a vessel is sailing as close to the wind as she will go.
CLOSE REEFED—When all the reefs are taken in.
CLOVE HITCH—Two half hitches round a spar or other rope.
COAMINGS—Raised work around the hatches, to prevent water going into the hold.
COAT—Mast coat is a piece of canvas, tarred or painted, placed around a mast or bowsprit, where it enters the deck to keep out water.
COILINE—Heavy fishing line used for seining.
COIL—To lay a rope up in a circle, with one turn or furl over another. A coil is a quantity of rope laid up in this manner.
COLLAR—An eye in the end or hight of a shroud or stay, to go over the mast-head.
COLLIER—A vessel used in coal trade.
COMPANION—A wooden covering over the staircase to a cabin. Companion-way, the staircase to the cabin. Companion-ladder, leading from the poop to the main deck.
COMPASS—The instrument which shows the course of a vessel.
COMPOSITE—A vessel with iron or metal frame and wooden skin.
CONKING, OR CUNNING—Directing the helmsman in steering a vessel.
COUNTER—The part of a vessel between the bottom of the stern and the wing-transom and buttock.
COURSES—Common term for the sails that hang from a ship's lower yards. The fore sail is called the fore course and the main sail the main course.
COXSAIN—Man who steers a small boat.
CRAB—Oarsman's mistake in feathering before one leaves water; common with all beginners.
CRANES—Heavy hoisting apparatus on ship's side to handle boats, rafts or spars.
CRANKY—Vessel that rolls a great deal and cannot carry much sail.
CRINGLE—Rope spliced into the bolt rope of a sail to enclose iron ring or thimble.



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CROSSJACK (pronounced cradgick)—Lower yard of a ship on its mainmast.

CROSSTREES—Heavy bits of oak at mastheads to spread the rigging and sustain tops of lower masts.

CROWFOOT—Small lines radiating from a larger one that uphold the centre of an awning.

CROWN—Lower part of anchor from which flukes project.

CUTTER—Square-sterned rowing-boat in Navy; English, a one-master deep-keel sailing craft somewhat similar to American sloop.

CUTWATER—Foremost part of a vessel at water line.

DAVITS—Iron or timber cranes used for lowering boats, used in pairs. Single ones forward are used to hoist anchor aloft and are called fish davits.

DAVY JONES' LOCKER—Hobbit of sea.

DEAD EYES—Bits of hardwood through which arerove lanyards to set up rigging.

DEADLIGHTS—Heavy glass in port holes; also heavy glass sometimes placed in deck.

DEAD RECKONING—Calculating ship's position by estimated speed and courses since last known position.

DEAD WATER—The eddy under a vessel's counter when in motion.

DECK—The planked floor of a vessel, resting upon the beams.

DECK STOPPER—A stopper used for securing the cable forward of the windlass or capstan.

DEEPSEA-LEAD—The lead used in sounding at great depths.

DEPARTURE—The casting or wearing made by a vessel. The bearing of an object on the coast from which a vessel commences dead reckoning.

DERELICT—A vessel forsaken on the high seas.

DERRICK—A single spar, supported by stays and guys, to which a purchase is attached, used to unload vessels, and for hoisting heavy objects.

DISPLACEMENT—The weight of water displaced by any vessel.

DOG-VANE—A small vane, usually made of hunting, to show the direction of the wind.

DOG-WATCHES—Half watches of two hours each, from 4 to 6 and 6 to 8 p.m.

DOLPHIN STRIKER—The marringale.

DOUSE—To lower suddenly.

DOWNHAUL—A rope used to haul down jibs, staysails, and studding sails.

DRAG—A machine with a lug net, used for dragging on the bottom for anything lost. A sea anchor is kept in the head of the vessel to the wind.

DRAUGHT—A depth of water which a vessel requires.

DRAW—A sail "draws" when it is filled by the wind.

DRIVE—To scud before a gale, or to drift in a current.

DRIVER—A sparker.

DROP—The depth of a sail, from head to foot, amidships.

DRUM-HEAD—The top of the capstan.

DUCK—A kind of cloth, lighter than canvas, used for small sails.

DUNNAGE—Loose material, placed on the bottom and at the sides of the hold, above the ballast, to stow cargo.

EARRING—A rope attached to the cringle, by which it is bent or reefed.

EBB—The reflux of the tide.

EDDY—Circular motion in the water.

ENSIGN—The flag carried by a ship as the insignia of her nationality.

EQUINOX—The time the sun crosses the equator.

EVEN-KEEL—The position of a vessel when she is so trimmed that she rests evenly upon the water.

EYE—Shroud or stay where it goes over mast.

EYEHOLE—Bar with circular hole at end projecting from ship's deck or side.

EYESPLICE—Bit of rope spliced to form loop at end.

EYES OF SHIPS—Extreme forepart of bows.

FAÇON—Rope unspliced.

FAKE—One of the layers of a coil of rope.

FALL—Ropes running through blocks by which a boat is hoisted.

FAST—Secured. All fast; make fast; are common sea terms; never say tie.

FEATHER—Turning an oar after a stroke so that the blade is parallel with the water.

FENDERS—FENDER SPARKS—Rope balls or wood hung from side of ship or boat to prevent chafing.

FID—Wooden block at heel of mast holding it in place. Wooden maulspike.

FIFERAIL—Rail around mast for belaying running rigging.

FISH—To fish an anchor is to take it aboard. The fishhook is a heavy block with hook at end that hoists it; the fishfall is the hoisting rope; the fishdavit the crane by which it is hoisted.

FLARE—Temporary blaze made, usually by sailing vessels being overtaken, to indicate ship's position. Also used in small boats to attract attention.

FLAT—A sheet is said to be hauled flat when it is hauled down close.

FLAW—A gust of wind.

FLOOR—The bottom of a vessel, on each side of the keelson.

FLOOR TIMBERS—Timbers of a vessel placed across the keel.

FLOWING SHEET—When a vessel has the wind free, and the sheets are eased off.

FLUKES—The broad triangular plates at the extremity of the arms or an anchor, terminating in a point called the bill.

FLUSH—Level.

FLY—That part of a flag which extends from the union to the extreme end.

FOOT—The lower end of a mast or sail.

FOOT-ROPE—A rope upon which to stand when reefing or furling sail.

FORE—Used to distinguish the forward part of a vessel, or things forward of amidships; as foremast, fore hatch. The opposite to aft or after.

FORE-AND-AFT—Lengthwise with the vessel. The opposite to athwartships.

FORECASTLE—The part of the upper deck forward of the foremast; or, forward of the after part of the fore channels. Also, the forward part of the vessel, under the deck, where the sailors live.

FORE-FOOT—A piece of timber at the forward extremity of the keel, upon which the lower end of the stem rests.

FORE-MAST—The forward mast of a vessel.

FORGE—To forge ahead, to shoot ahead as, in coming to anchor, or when going in stays.

FORWARD—In front of.

FOUL—The opposite of clear.

FOUL ANCHOR—When the cable has a turn around the anchor.

FOUL HAWSE—When the two cables are crossed or twisted beyond the stem.

FOUNDER—When a vessel fills with water and sinks.

FRAME—Skeleton of a vessel.

FREE—Running before the wind. Free of water. Clear of water.

FREEBOARD—Part of vessel out of water.

FRESHEN—Referring to ballast means altering its position; referring to a rope means to ease it so it cannot chafe.

FULL AND BY—Sailing order meaning to keep the sails full yet to steer a course as close to the wind as possible.

FURL—To roll a sail snugly on boom or yard.

FUTTOCK SHROUDS—Part of standing rigging leading from futtock plates on the top. The topmast rigging leads aloft from their upper ends.

GADGET—Any little handy contrivance such as a scraper, or special sail maker's palm, etc.

GAFF—Spar to which head of fore and aft sail is bent.

GAFF TOPSAIL—Light fore and aft sail rigged to gaff.

GALLEY—The ship's kitchen.

GANGWAY—Wais of vessel; also arrangement of planks by which the vessel is boarded from the pier. Also, when given as a command means "Get out of the way."

GEAR—General term applied to many things aboard ships. Mena gear is made up of tables, knives, forks, plates, etc.; upper gear, the running rigging; standing gear, the standing rigging; anchor gear, all that pertains to the anchor, etc., etc.

(GLOSSARY OF SEA TERMS will be continued in our next issue).

PLEASE NOTE.

Contributions of a suitable nature are cordially invited, and should be addressed to the Editor, The Navy League Journal, Royal Naval House, Grosvenor St., Sydney.

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